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KOWLOON-CANTON RAILWAY. TIME TABLE.

On and after MAY 2nd, 1931, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

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Kowloon	Dep.	6.40	8.05	8.28	9.16	10.10	12.00	1.18	2.25	4.03	4.41	5.38	7.46	8.44	9.41	10.38	11.35	12.32	1.29	2.26	3.23	4.20	5.17	6.14	7.11	8.08	9.05	10.02	10.59	11.56	12.53	
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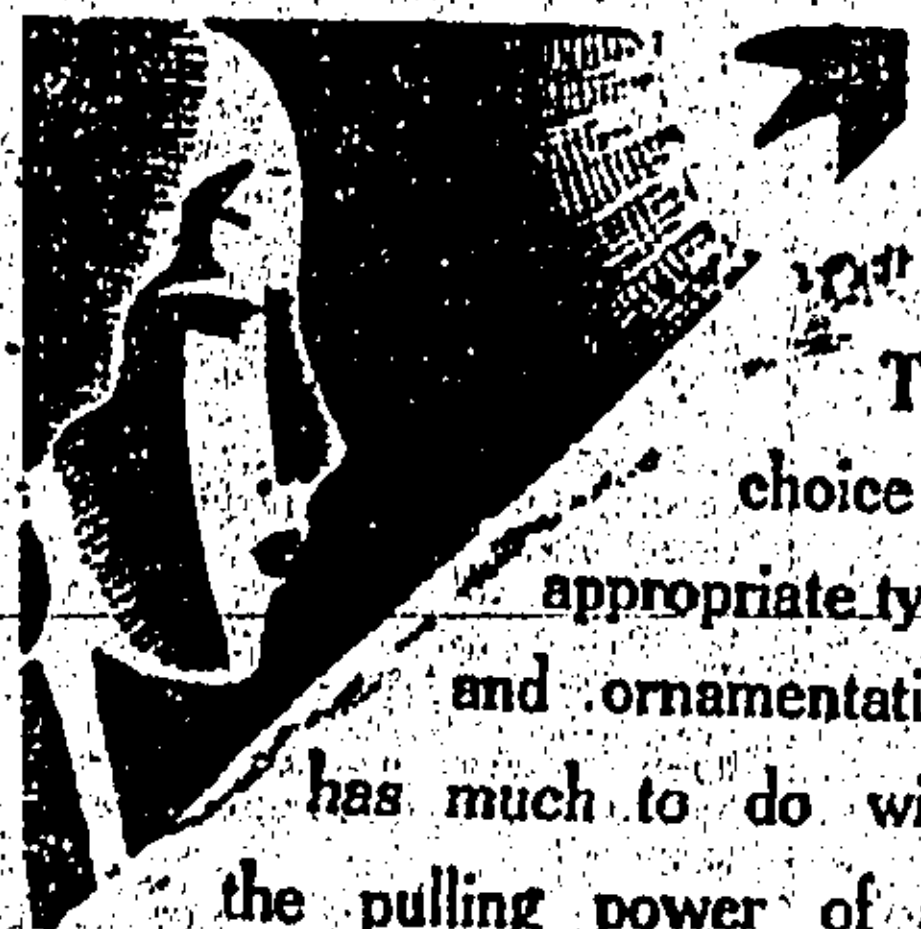


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AIRWAYS AND AVIATION.

NATIONALISM AND THE AIR.

STRATEGY VERSUS A BUSINESS BASIS.

[By E. BRASIER-CREAGH.]

One of the chief legacies of the late great war was the multitude of ex-pilots and ex-service machines that remained in the hands of the belligerent countries. The U.S.A., France, Italy, Germany and Great Britain found themselves possessed of thousands of more or less efficient airmen and a multitude of material.

In the case of Germany, military aviation was forbidden and her whole air force disbanded. In the other countries, both men and machines were very slowly sorted out and, in this gradual process and in the concentration on military efficiency with the reduced armies which remained, much that might have been turned to civil use was wasted.

In the European countries, other than Germany, many private individuals bought old war machines and began to sell to the public short distance flights; few manufacturers turned their experiences with bombing craft to the development of large passenger carrying machines—and the more efficient of these became fused together and, under encouragement from their governments, developed the long Empire serving air transport companies, such as Imperial Airways, Aeropostale and K.L.M., which are the chief feature of to-day. Out of the clash of these interests arose the International Air Convention of 1919.

Germany and America stood out of that Convention, and it is what happened in these two countries which has interest for us in the Far East. Germany and America have certain factors in common; each is a conglomeration of separate states, each with its own local government and only loosely federated under a central control; each, by its peculiar situation, was more or less cut off from the rest of the world; each has built up, in the twelve years since the armistice, a completely satisfactory internal air system; each has held its own interstate convention and laid down laws, for the control of air traffic, far more thorough than the unwieldy international agreement, bristling with reservations and exceptions, to which the other nations have signified their adherence.

France, Britain, Italy and Holland have set up, and maintain at considerable expense to their taxpayers, thousands of miles of air lines which, for the first three, are almost entirely strategic in their utility. Russia, too, is covering her vast dominion with non-paying but militarily inspired communications. Only Germany and the U.S.A., in their extensions outside the limits of their own boundaries, have concentrated on setting up routes which pay from their inception.

These two have looked upon their air problems internally. They have so worked on the enthusiasm of their people, they have so cut away competition that, in comparison with the respective populations, the average German travels five air miles, and the American three, to the Englishman's one. In the one case Aviation is controlled by political and military bureaux, in the other, each state, each city, each village has been called into conference and encouraged to ally itself with a national drive towards air-consciousness and air freedom.

Which of these principles is to be adopted in the Far East? It is known that the strategists, working from their offices in Europe, have already decided who shall operate the air routes of the East. For the present they are in difficulty because the inducements which have value in Europe, the exchange of rights to travel over one another's territory, have no application out here—no eastern power wants to run lines through Europe, none has yet considered more than its own internal needs.

(Continued on next Column.)

THE HENDON AIR PAGEANT.

DISPLAY BY WORLD'S FASTEST MILITARY PLANES.

Novel features at the 12th Royal Air Force Display held at Hendon on June 27, included a demonstration of flying by the latest types of aircraft designed for service use on land and at sea.

Of outstanding interest was the first public appearance of No. 12 Bomber Squadron equipped with Hawker "Hart" aeroplanes and a flight of No. 43 Squadron which has been supplied with Hawker "Tiger" Interceptor Fighters. Both of these aircraft which are fitted with Rolls Royce "Kestrel" engines of 500 h.p. have been specially developed by the Air Ministry for the air defence of London. The Day Bomber Squadron gave a massed exhibition of squadron drill. The "Hart" aircraft are the fastest day bombers in any country, and are capable of a speed of nearly 180 miles per hour, which is of course greatly exceeded in diving formation.

The "Tiger" fighters which are the speediest military aircraft in the world will give a thrilling demonstration of flight aerobics, amongst the evolutions being the Prince of Wales feathers and a salute to the Royal Party at the enormous speed of over 250 miles an hour.

Both these events served to illustrate the notable quality of British Service aircraft and the important lead which British aircraft manufacturers have gained in military types.

In other directions the programme was thoroughly representative of the Service work of the Royal Air Force, and the varied duties which the flying Service undertakes at home and abroad. In the "Set Piece," which this year centred round the destruction of a powerful long-range gun hidden in the middle of deserted farm buildings adjoining a small wood, were seen aircraft similar to those which would be employed if the destruction of a gun of this type had to be undertaken in war.

The massed spectacle was provided by six Squadrons comprising 54 fighters and bombers past the Royal Enclosure in serried ranks. The Bomber Squadrons consisted entirely of three Squadrons of the Auxiliary Air Force who are the Territorials of the air. The two London Squadrons and the Middlesex Squadron which are manned entirely by voluntary pilots and mechanics took part for the first time in company with the regular Fighter Squadrons.

But the West will come, as it has already come to China and to Siam, with Mopay, and will make a firm attempt to buy, from the Eastern nations the freedom of their air, their birthright.

What alternative has the East? This, let the nations show that spirit of co-operation which is the servant of a community of interests and the master of economy. Let them come together, now, to hold their own Aviation Conference, to decide their own needs and how to supply them. Better still, let them combine to operate, for their mutual benefit, the Great Mail Lines of the Eastern Air. In this way will they retain their birthright, set up a precedent of helping each other over the stifles of progress, and dispense with that all too common dependence upon Western owned services which has done so much to arouse jealousy between the two hemispheres. They will also build up within their own states that air-mindedness which is to be the outstanding mental characteristic of the twentieth century Man and with the adjustment of time values thus set up, identify the tempo of their national minds with the rest of the world.

BRITISH FLYING NEWS.

NEW RECORD FOR THE INDIA ROUTE.

London, June 6.

Mr. John Grierson, who established a new record for the solo flight from India when he landed at Lympne aerodrome in Kent 4 days 10½ hours after leaving Karachi, has provided yet further proof of the astonishing abilities of the British light aeroplane. His machine, a wooden "Gipsy Moth" biplane, is the cheapest in the "Moth" series. He bought it secondhand when it had done a considerable amount of flying and, last October, flew in it to India on being detailed for special photographic duties with No. 11 (Bomber) Squadron on the North-West frontier.

In India the plane was housed in a "go-down," affording poor protection against the sun and a temperature, incidentally, which sometimes approached 130 degrees in the shade. Recently he decided to get back home by the fastest available route—his own light aeroplane. For a fortnight before leaving he spent every possible moment overhauling and re-conditioning his machine. No-one in England knew that he was coming, except the Royal Aero Club officials who issued his travel "carnet," till he was on the way. News came from Persia that he had arrived there, and after that, silence for three days. Then a telephone call from Lympne aerodrome announced to his friends that he had safely reached England.

Twice Mr. Grierson lost his way over the desert near Baghdad. Each time he simply descended near a Bedouin settlement and asked the way, saying "Baghdad" a great many times and using the universal language of signs. Otherwise the flight went through without incident. Mr. Grierson filled up with petrol and oil each morning, flew all day, looked over the sparking plugs and the petrol filter each night, and carried on the next day. Simple!

WEATHER-AND FLYING.

The April statistics of the Scottish Flying Club make humorous reading in their revelation of the charming weather which the British private flyer experiences during much of the year. They dispose finally of any suggestion that the aeroplane is a fine-weather vehicle and show it capable of travel in anything except the thickest fogs, given skill and care in the pilot. Even the flying club member who has not yet taken his ticket manages frequently to put in a bit of flying in weather that would scare his contemporary in more favoured lands out of the air.

The Scottish Club, which is stationed at Renfrew, reports that, following a month of easterly winds and fog, April produced for a change a continuous spell of blustering westerly winds. Winds reached high velocities and often blew across the narrowest width of the aerodrome making instructional flying "difficult." Weather, during the entire month, was "O.K." on five days, and on two days was fair. The records of the remaining days show seven with high wind—and it can blow in that part of Scotland—high wind and rain on seven, gales on six, rain on two and fog on one.

Study of these figures might lead one reasonably to suppose that little flying was done. Actually the three club light planes operated during the month made an aggregate of 218 flights, flying for

118 hours and covering between them nearly ten thousand miles. Up to the end of April, including some of the worst months of the year, the club's machines have flown in 1931 409 hours, representing approximately 32,000 miles of distance covered. There is not much wrong with pilots or aeroplanes at Renfrew.

BRITISH FIGHTERS FOR SWEDEN.

Two flights of swift single-seater fighting aeroplanes, each consisting of four machines and piloted by officers of the Swedish Flying Corps, have flown lately from Bristol to Sweden, where they have been added to the flying equipment of the service.

These machines, Bristol "Bulldog" biplanes similar to the craft employed extensively in the air defence squadrons of the British Royal Air Force, are supplied to Sweden as a direct consequence of splendid work done by an earlier batch which have flown many thousands of hours in the Swedish service. Each flight went from Bristol to the London Air Station, Croydon, and thence on to Malmström, in Sweden, by way of Amsterdam and Hamburg.

The "Bulldog" fighter of the British service is a powerful all-metal machine able to fly at 180 miles an hour and to climb rapidly to any given operational height up to a "ceiling" with full military load on board, of more than 20,000 feet—the height of Mount Everest. In addition to Great Britain and Sweden, the "Bulldog" is used in the air forces of many nations, including Denmark, Australia, Siam, Latvia and Estonia.

RACING ABROAD.

British pilots have had considerable success lately in air races abroad.

Two British pilots won races at a race meeting at Zagreb, in Yugoslavia, last week. A British single-seater fighter, a Bristol "Bulldog" of the Royal Australian Air Force, ran away with the Victorian Aerial Derby at an average speed of no less than 183 miles an hour. But the outstanding personal achievement of the last few days must be credited to Mr. A. C. M. Jackson, a well known owner-pilot who made hay of all competition in the first international flying meeting to be held at Aix-la-Chapelle. Piloting his own "Puss Moth" light monoplane he started by taking first place in the non-stop race from London, averaging 120 miles an hour. At the meeting he won the long distance race and the landing and aerial bombing contests, and led the winning team in the relay race.

Lake Albert, the land is hilly, rocky and covered with scrub. A forced landing there would have been dangerous, but aircraft and engines worked perfectly and at no time was there cause for anxiety. Now maps are being prepared of the entire region and, whatever may be the official decision, to the credit of the aeroplane will remain an essential preliminary stage in work that should result in vastly increased supply of water to the cultivated lands of the Nile basin.

AVIATION AND ARCHÆOLOGY.

ANCIENT CITIES CHARTED FROM THE AIR.

Secrets of antiquity that have remained hidden for centuries are to-day being brought again to the knowledge of men by the aeroplane. In Britain, the Middle East, and other historic regions throughout the Empire the air-borne camera is revealing details of towns, settlements and works of olden times that are assisting archaeologists in their reconstructions of the world as it was fifteen, twenty or more centuries ago.

No aspect of aviation is more picturesque. The aeroplane, essentially a twentieth-century invention, is frequently the most efficient means available of looking back into the past. Even to the naked eye details of ancient embankments or earthworks, completely invisible on the ground, sometimes become astonishingly perceptible from the air. The earth may have been "turned over" countless times by the plough, but from above the ancient outlines can still be glimpsed. The super-sensitive eye of the camera reveals much more, and photographs secured are often found to show down to the smallest details the ground plan of a settlement lost to human ken more than a thousand years ago.

Roman Britain.

Much work was done recently in Britain along the line of Hadrian's Wall, constructed during the Roman occupation nearly two thousand years ago to keep back the "barbarians" living north of the Tweed. Royal Air Force pilots flew along the line of the wall and took a series of photographs as part of the regular service training of their units. The results were surprising, and antiquaries received them with delight. Four camps, previously unknown, were discovered; parts of the wall and the accompanying earthen rampart were shown in much greater detail than the most painstaking ground survey had revealed, and the big settlement of Housesteads, which sprang up outside the Roman camp of Borovicus, was outlined in such detail that antiquaries may reasonably claim that the plan of it is as well known to-day as it was to the settlement's inhabitants. Points in dispute, such as the precise location of the earthen rampart at one of the chain of forts along the wall, were settled finally by the air photographs. Now the archaeologists are suggesting to the Air Ministry that other sections of the wall should be carefully surveyed.

Egypt's Water Supply.

In Libya, Lady Bailey spent a fortnight early this year taking aerial pictures of ground works which mark the sites of towns and burying places built long before the Christian era. Farther south, in the Sudan, more immediately practical survey was recently conducted of the Upper Nile swamps. There experts of the Physical and Irrigation Departments of the Egyptian government studied from the air the country fed by the Bahr el Ghazal, a tributary of the Nile which may play an important part in the better utilisation of the Egyptian water supply. The scheme under consideration is designed to lead water from the White Nile, so as to avoid the losses caused by evaporation and by seepage into the surrounding country inevitably linked with passage of the water through the swamp lands, as at present. The Irrigation Department has to decide whether to build a canal through or around the swamp lands and aerial survey was selected to answer the question.

This important air photographic work was allotted to the Air Survey Company, and two Fairey biplanes did the job in a few months. In the extreme south of the territory photographed, around the Nile basin.

(Continued on previous Column.)

CENTRAL THEATRE

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.



NEXT CHANGE

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PRISON PHILOSOPHY.

THE WINDOW-BREAKER AT DOWNING-STREET.

Released from prison only a week after serving three months for window-breaking at 10, Downing-street, the official residence of the Prime Minister, Lewis Colville Miller (61) was charged at Bow-street with breaking another window at the same place.
The gaoler said that Miller had been to prison several times for breaking windows at 10, Downing-street, and for damaging a valuable picture at the National Gallery.
Miller told the magistrate that he was penniless and the only alternatives open to him were suicide, the workhouse and prison. He added: Suicide was repellent.
The conversation of men in the workhouse was unbearable.
In prison he had at least the privacy of a cell at night, where he could consider his own thoughts. He went back to prison for two months.

THE SILVER SCREEN.

CENTRAL THEATRE.

"THE PHANTOM OF THE OPERA."

Ten tanks, each holding 700,000 gallons of water, had to be built for the scenes in "The Phantom of the Opera," the picture which is now showing at the Central Theatre. From the contents of these five tanks, the five underground cellars of the Opera House are flooded by the Phantom's evil trickery. The construction and the staging of this flood scene is one of the biggest engineering feats ever attempted in motion pictures.

In order that the flooding could be successfully done, the cellars had to be actually built underground, in the base of the large hill on the Universal ranch. For the excavation, twelve pneumatic drills were worked continually for weeks, under the direction of a group of mining engineers and a number of miners brought from the famous Palisades mines in the Northern Sierras. When the five tiers of the cellars were excavated they had to be reinforced with steel and concrete and completely wired for electric light.

For the flood scenes, the ten tanks were arranged in a circle about half way up the hill, above the level for the excavations, directly over ten specially built tunnels leading into the cellars. The tanks were constructed so that, at a signal, traps in the bottom were released, and seven million gallons of water rushed with terrific force into the excavations. A whole battery of cameras and cameramen were suspended on scaffolds and on rafts in order that the scenes might be photographed with certainty, as it is obvious the scene could not be rehearsed nor taken over again.

QUEEN'S THEATRE.

"GENERAL CRACK."

"General Crack," John Barrymore's initial Vitaphone talking picture for Warner Brothers, now playing at the Queen's Theatre, was adapted by Walter Anthony and J. Grubb Alexander from the George Preedy novel, a stirring story of romance and adventure in the Europe of the eighteenth century, during the reign of Leopold II., of Austria.

"General Crack" depicts the fiery loves and hates of a youth born of a gypsy princess and the Duke of Kurland. Many imposing battle scenes are presented in the film, while glamorous scenes of care-free gypsy life, contrasted with the pomp of Austrian court, form important backgrounds for the swift action, much of the play being filmed in natural hues by the technical process.

Principles in the cast Marian Nixon, Armida, Hobart Bosworth, Lowell Sherman, Andres de Segura, Otto Matiesen, Douglas Gerard, Philippe de Lacy and many others. Alan Crosland directed.

"COMMON CLAY."

Bringing a stage play to the speaking screen and at the same time making it of absorbing interest and entertainment value to the audience might seem a difficult task, but Victor Fleming has accomplished it with his production of "Common Clay," with Constance Bennett enacting a leading rôle, which opens to-morrow at the Queen's Theatre.

Taken from Claves Kinkadee's Harvard prize play of the same name, "Common Clay" presents in vivid fashion the drama of a girl of the people, whose love for gaiety and dancing leads her into an ever-tightening web of circumstances. Miss Bennett is said to surpass even her notable work in "Son of the Gods" by her performance in this offering, and Lew Ayres, who leaped to fame in "All Quiet on the Western Front," plays the masculine lead opposite her.

KING'S THEATRE

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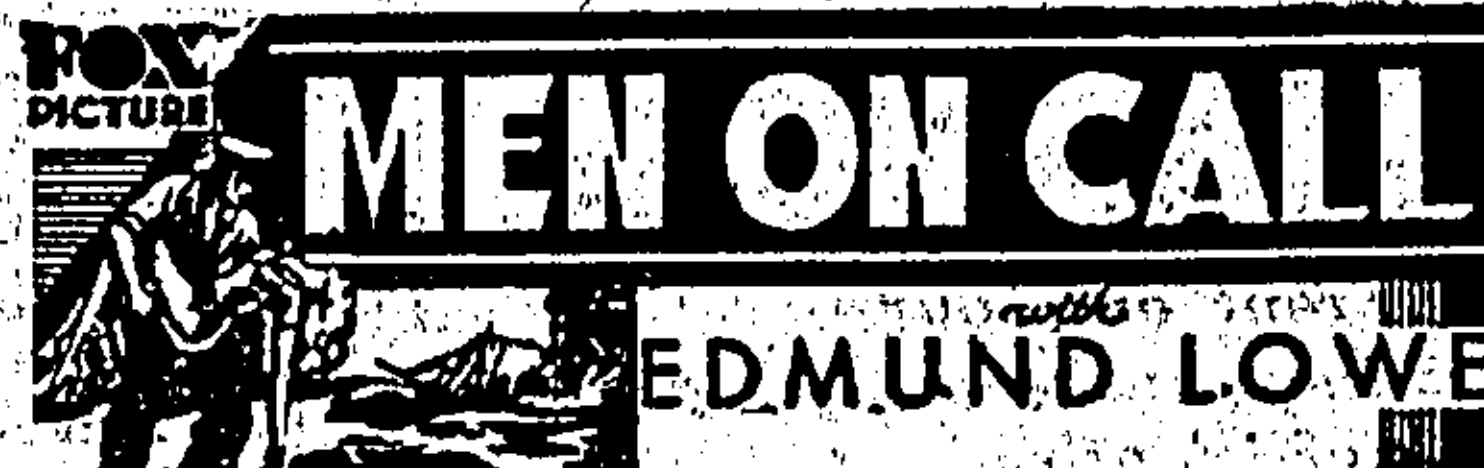
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Featuring
LOIS MORAN
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KING'S THEATRE.

"THE DANCERS."

"The Dancers," a frank portrayal of the reasonings and reactions of modern youth where the emotions are concerned, is the Fox Movietone now showing at the King's Theatre.

Chandler Sprague, newspaper man who deserted the public prints for the more colourful opportunity of screen story telling, directed the picture as his successor to "Not Damaged," also a story of moderns with the same featured players and made an excellent thing of it.

Lois Moran and Phillips Holmes as the romantic leads, with Walter Byron, who scored heavily as the lover in "Not Damaged," and the celebrated Mrs. Patrick Campbell also have important parts which they portray with fine understanding.

"The Dancers" is the Fox Movietone adaptation of the famous stage play by Sir Gerald Du Maurier and Viola Tree. Its screen version retains the fine qualities of the original. The story deals with the ideal romance of sentimental youngsters who plight their love in the Gypsy fashion. Lois Moran is the girl who pledges fidelity as a maid, only to find that a three years separation from her sweetheart, combined with family objections and the frankness of modern life, is too much of a temptation for her to keep her vow.

When her sweetheart returns she decides to withdraw from his life, leaving him to marry the dancer, a clever rôle by Mae Clarke, whom he has met in Canada. But it ends happily.

"MEN ON CALL."

Mae Clarke, who will be seen at the King's Theatre on Thursday in support of Edmund Lowe in the thrilling Fox Movietone drama of Coast Guard life and love, "Men On Call," is a hearty supporter by the beach pajama and for women.

While on location at Monterey Bay during the filming of the story, her rôle called for her to be dressed in the wide trousers and blouse of

Coast Guardsmen. These she wore for several days, finding ample time between scenes to play and rest on the sunny beaches that line the bay. When the time came for her to assume the filmy chiton of the dressed-up heroine, Miss Clarke kept her Coast Guardsmen's outfit. Now she is claiming the most comfortable suit of beach pajamas in Hollywood.

John Blystone, who made "So This Is London," for Fox Films, directed "Men On Call," filmed with the assistance and co-operation of the U.S. Government and utilizing Coast Guard personnel, stations and equipment.

William Harrigan, Warren Hymer, Sharon Lynn, Joe Brown, George Concoran and Ruth Warren complete the brilliant supporting cast.

Tom Geraghty and Andrew Benison, veteran writers for the audible screen, are credited with the original story.

GIRL IN FLYING SQUAD CHASE.

POLICE STORY OF A CATAPULT.

It was revealed at Bow-street that robberies at jewellers' shops have recently been committed by breaking windows with a catapult and large leaden bullets.

In the dock was Frank Chapman (21), of Short's-gardens, W.G.; William Burke (30), and the latter's wife, Peggy Burke (23). They were charged with possessing housebreaking implements by night.

A member of the Flying Squad said that for nearly an hour after midnight he and other officers watched the defendants from a police car, and eventually arrested them by the doorway of a shop on which were jenny marks corresponding with a jenny found on one of the defendants.

After the defendants had been driven to Bow-street, three bullets were found in the police car, and a catapult was thrown under the seat in the charge room.

The officer added that bullets discharged by catapult had been found in jewellers' windows, which had recently been robbed.

The magistrate ordered a remand for inquiries.

MOVIELAND FEATURES FOR THE WEEK

STAR

TO-DAY TO SATURDAY
At 2.30, 5.20, 7.20 & 9.20.



WORLD

TO-DAY TO SATURDAY
At 2.30, 5.15, 7.15 & 9.20.

JANET GAYNOR
CHARLES FARRELL

SUNNY SIDE UP

Full story and other news in the picture.
Directed by DAVID DICK

EXPLORING SPACE.

(Continued from Page 1.)

will happen to them in a shell swerving or fluttering as it leaves a gun muzzle at ten miles, or about 80,000 feet, per second, not to speak of the shell-rotation at perhaps 10,000 per second due to the rifling in the barrel. They would become a bit dizzy. Unless fundamentally new knowledge is discovered there is no prospect of either man or his corpse escaping off the earth. Even if he escaped and remained alive he would have to compass very complicated astronomical navigation. He would have to have arranged to be shot so as to come within the gravitational field of attraction of the planets he wished to visit. Though perhaps the aiming of the gun would not be impossible, the chances of the gun shooting sufficiently accurately to achieve a planetary "hit" would be extremely small. Even if this were achieved and the shell with a man inside came within the attraction of the moon or Mars, he would require to carry an elaborate landing apparatus, for he would hit the moon with a velocity of a mile or two a second, not being able to break his descent with a parachute because the moon has no atmosphere.

Exploring the Upper Air.

Escaping from the earth is really a fantastic proposal. Exploring the upper atmosphere is an activity of an entirely different kind. One notices that if one explores the atmosphere with a balloon one depends on the existence of the air in order to rise. With a balloon one can rise only in the air; one cannot rise beyond the means of rising. Thus balloon ascents offer no prospect of escape from the earth. Extending the exploration of the atmosphere is the modest object of balloon ascents, such as Professor Piccard's. Until recently man could penetrate those regions only where the air pressure did not differ beyond a certain amount from that at sea level. He could not rise much beyond 40,000 feet into the air, or sink much below 200 feet below the sea because of adverse physiological effects of pressure. He could penetrate farther only by proceeding to note that last year Mr. W. Beebe and Mr. Otis Barton sank more than a quarter of a mile into the Atlantic Ocean inside a steel shell.

Many interesting phenomena are investigable by high balloon ascents. First, the nature of the atmosphere changes at a height of about 35,000 feet in British latitudes. The air temperature falls steadily until that height is reached and then remains stationary for miles higher. Lengthy direct observation of the air at 50,000 feet might extend knowledge of this phenomenon. There is also some evidence that large scale weather changes may originate in high latitude changes. Further knowledge of the behaviour of the upper atmosphere might improve weather forecasting.

Professor Piccard's great achievement is in rising two or three miles higher than a human has risen before, and in proving that the mechanical problems of ascending in a metal shell which retains a normal air pressure are soluble. In the future the atmosphere may be thoroughly explored up to a mile or two higher still—until the limits set by the densities of gases and the physics of the atmosphere of rays, and of the earth.

MOVIELAND FEATURES FOR THE WEEK

QUEEN'S

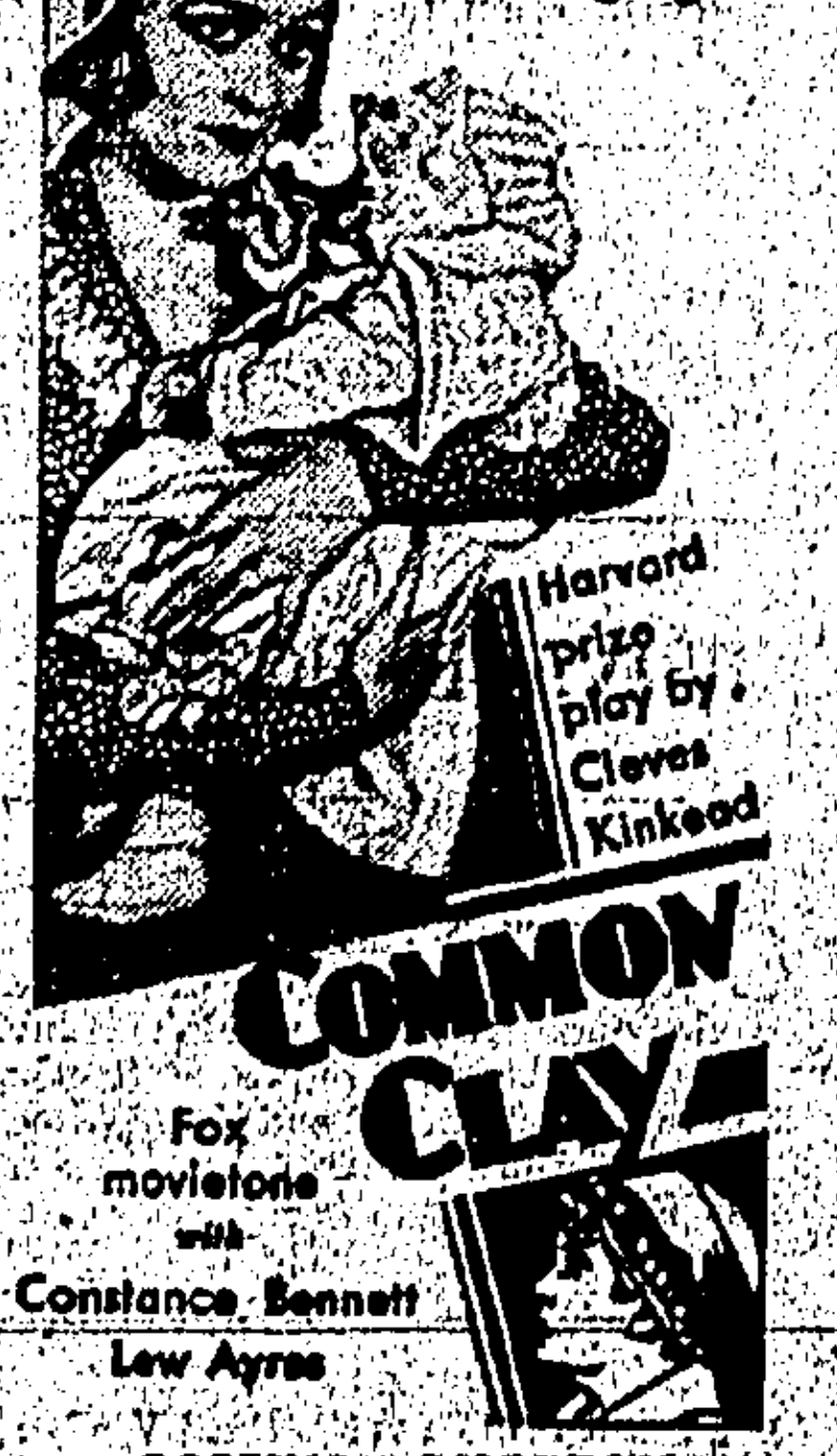
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John Barrymore as a splendid, romantic soldier of fortune in his first all-talking picture, "General Crack," with Lowell Sherman, Marian Nixon, Armida, Hobart Bosworth. Directed by Alan Crosland.

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RICHARD DIX

MRS. HEARN'S TRIAL OPENS AT BODMIN.

TWO CHARGES OF MURDER BY POISON.

COUNSEL'S HISTORY OF THE CASE.

The trial of Mrs. Sarah Ann Hearn upon two charges of murder opened before Mr. Justice Roche at Cornwall Assizes, Bodmin, on June 15.

Mrs. Hearn, whose age is 40, is charged with the murder by arsenical poisoning of her sister, Lydia Maria Everard, aged 52, who on July 21, 1930, died in the home she shared with Mrs. Hearn in the village of Lewannick, near Launceston, and also with the murder of Mrs. Alice Maud Thomas, aged 47, the wife of a neighbouring farmer at Lewannick, who died in Plymouth Hospital on November 4, 1930.

Mrs. Hearn pleaded not guilty to both charges.

Counsel are, for the prosecution, Mr. H. du Parc, K.C., and Mr. Patrick Devlin; for the defence, Mr. Norman Birkett, K.C., M.P., and Mr. D. M. Foot.

Half an hour before the trial opened, they placed a card prominently on the gates of the court bearing the words "Court Full. An usher called out: 'Blue tickets to the left; white tickets to the right.'"

At the opening of the trial Mr. Birkett contended that regarding the alleged murder of Mrs. Thomas, evidence on the other indictment was neither relevant nor admissible. He also submitted that a certain diary was inadmissible.

Mr. Justice Roche said that he would give his decisions later.

Counsel's Opening Statement.

Mr. du Parc then opened the case, and stated:

"Mrs. Thomas, with whose murder Mrs. Hearn is charged, died on November 4, 1930. The submission of the prosecution is that she died on that day as the result of poisoning by arsenic, and that that arsenic had been administered to her without her knowledge on October 19, 17 days before she died."

"On a day which it is thought must have been before October 29 she was given, in the prosecution's submission, a second dose of arsenic."

"Mrs. Thomas was the wife of a farmer who was living at Trenhorne Farm, Lewannick. They had been married about 20 years. Mrs. Thomas was a healthy woman, a fortunately healthy woman, and she had had very few ailments of any kind."

"About 180 yards from Trenhorne Farm is a house called Trenhorne House, and in the autumn of 1925 Mrs. Hearn came to live at that house, with her sister, Lydia Everard."

"On July 21, 1930, Lydia Everard, who was always known as 'Minnie', died, and from that time on Mrs. Hearn was living alone. For four or five years previously there had been a friendship between Mrs. Hearn and Lydia on the one hand and Mr. and Mrs. Thomas on the other."

"On October 19, 1930, there was a temporary addition to the household at Trenhorne Farm. Mr. Thomas's mother was staying with them. She was going back on that day, and her son had arranged to drive her back. That resulted in an invitation by Mr. Thomas to Mrs. Hearn to accompany them in his car."

"It was proposed that they should make a little holiday of it, and that, after dropping Mrs. Thomas senior at her home, they should go on to Bude and spend the rest of the day there. The result was that at mid-day on October 18 Mr. Thomas went over to Mrs. Hearn's house and asked her to accompany them and she agreed."

The Salmon Sandwiches.

"The party left in the car at three o'clock. Meanwhile, something had happened which is of great importance in this case. There is no doubt—Mrs. Hearn has herself stated it—that she prepared some sandwiches which were made of tinned salmon."

"She prepared the sandwiches. She was living alone, and those sandwiches were made in and every sense prepared by her. The salmon she used apparently came from a tin which she bought in the ordinary course on September 3. When the party started I do not think that anybody except Mrs. Hearn knew she had the sandwiches with her."

"At five o'clock Mr. Thomas, his wife, and Mrs. Hearn went to have tea together at Littlejohn's Cafe. There they were waited upon by a waitress who would give evidence that she remembered the arrival of a party which answered the description of this one."

"Tea and cakes were ordered, and it was then that Mrs. Hearn produced the packet of sandwiches, which were handed round. Mrs. Thomas ate one or possibly two of the sandwiches. Mr. Thomas had one, and Mrs. Hearn had one. What happened to the rest I cannot tell you, but nothing was left behind on the table."

"After tea Mrs. Thomas went away for a little while. This may or may not be important in this case. He says that he felt funny in his inside—nothing very serious. He went to take what suggested itself to him as a proper remedy, and had two whiskeys."

"When her husband returned, Mrs. Thomas mentioned to him that she had a 'sweet' taste in her mouth, and Mr. Thomas bought her some bananas. At a quarter to seven they started to return. Somewhere between seven and a quarter past Mrs. Thomas began to be sick."

"She was at the side of the road in that condition for about half an hour. They went on to Launceston, and Mr. Thomas parked the car and went away to do some business. When he came back and met Mrs. Hearn and his wife, he found that his wife had been sick again. They left Launceston between 20 minutes and half-past nine, and drove to Trenhorne Farm."

"It was obvious that Mrs. Thomas was very ill, and Mr. Thomas went to get some brandy for her and also to send for a doctor. Mrs. Hearn was a friend of the family, and it suggested itself to him that, as she was living alone, she might be willing to help in this emergency, and she was asked to stay and look after Mrs. Thomas."

"She did so, and it is a point which you ought to have in your minds, and will become important when you hear the medical evidence, that from that time to October 29 all the food Mrs. Thomas had was cooked by Mrs. Hearn."

"At 9.30 that evening Dr. Saunders arrived. He was told that Mrs. Thomas had eaten fish sandwiches, and the obvious explanation occurred to him that she was suffering from some form of food poisoning."

"He found his patient suffering from cramp in the legs, pain in the abdomen, and a rapid pulse, and he prescribed the medicine Keolin, a refined form of china clay, and said that it was to live on whitebait and water. She was nursed in accordance with these directions by her husband, who gave a great deal of time and care to her, and by Mrs. Hearn."

Mrs. Hearn's Journey.

Mr. du Parc then described Mrs. Thomas's symptoms daily and said that on October 24 there appeared a symptom of great importance, tingling of the feet. In the later stages of arsenical poisoning, he explained, there is a form of neuritis and an affection of the nerves rather like what is called "pins and needles."

"According to Mrs. Hearn's statement," Mr. du Parc continued, "on the 29th Mrs. Thomas was sick. Mrs. Parsons, the mother of Mrs. Thomas, arrived and slept with her, and did all the nursing and most of the cooking. The doctor will tell you and the analyst will say that, in his view, although another dose was given after October 18, none was given after Oct. 29. On that day Mrs. Parsons took charge, so to speak, although Mrs. Hearn was still in the house."

"Between 9 and 9.30, on November 3, Mrs. Thomas's nose started to bleed, and the doctor was called in at 1.30 in the afternoon. Her legs and hands were worse, and there were no reflexes."

"Thereupon Dr. Saunders, realising—and no one would blame him for realising for the first time—that this was no case of food poisoning, called in Dr. Lister, a consultant from Plymouth, who saw her at 7 o'clock. He found her suffering from a form of neuritis—peripheral neuritis—a form of arsenical poisoning."

Mrs. Thomas' Death.

"At 1.30 a.m., on November 4, she was taken to hospital at Plymouth. Her case was hopeless, and she died at 9.35 in the morning."

"One can only infer that her death was due to the sandwiches she had eaten. The time and course of the illness were both consistent with the fact that the poison was contained in those sandwiches."

Mr. du Parc added that Dr. Wordley, the county pathologist, conducted a post-mortem, in which he found the liver and heart affected, and no symptom of natural disease."

The organs were analysed by Mr. Tickle, an analyst, who found .85 of a grain of white arsenic, which was a form that could be obtained from weed-killer."

"Before the analysis," Mr. du Parc continued, "there was a conversation on November 5 between Mr. Thomas and Mrs. Hearn. Mrs. Thomas had been to Plymouth, where he had seen his wife dead in the hospital. He had a conversation with Mrs. Hearn."

"Blame One of Us."

"Apparently Mr. Thomas said that there had been a post-mortem and there would be an inquest. According to Mrs. Hearn, Mr. Thomas then said: 'They are going to send some organs for analysis and they will find out what it is. They will blame one of us. The blame will come heavier on you than on me. People are saying so, and a detective may be here at any time. Whatever there is they will find it out.'"

"Mr. Thomas does not agree with all that she said he said, but I think he may have said something to the effect that one of them was likely to be blamed, and that she would be more heavily blamed than he would be."

"Mrs. Hearn, returning to Trenhorne House, seems to have said to Mrs. Spear (who shared the house) that she had come back because people at the farm all thought that tinned food was poison."

"Looking at the matter now, I submit that the fact was that Mrs. Thomas had died from arsenical poisoning, and that there had been a dose of arsenic in those sandwiches; that those sandwiches had been prepared by Mrs. Hearn and that no one else had the opportunity of preparing them."

"Up to October 29, Mrs. Hearn had the opportunity of giving another dose or doses to Mrs. Thomas, and no one else had a like opportunity."

Weed-Killer.

Mr. du Parc produced correspondence indicating that Mrs. Hearn had purchased a certain amount of weed-killer from a local chemist."

Whether that weed-killer was used for the purpose of destroying weeds, he could not say. Mrs. Hearn had not mentioned that she had used it either to Mr. Thomas or to Mrs. Spear. A few grains of that weed-killer, which contained 70 per cent. of white arsenic, could be used quite simply or in the form of a solution, and would not be detected by any person who might take it."

The police had investigated any other possible source of arsenic which might conceivably have anything to do with the case. They discovered that in 1923 a sister of Mrs. Thomas, who lived 14 miles away, bought a quarter of a pound of arsenic powder, which she used at once for the destruction of magpies."

Mr. Thomas had arsenic in two forms. He had some of Cooper's worm tablets used to give to dogs, and he also had some Cooper's sheep dip, which he last used two years ago when he washed his dogs. He kept this arsenic always locked up."

Mrs. Hearn's Letter.

Mr. du Parc then read the letter which she said Mrs. Hearn wrote to Mr. Thomas on November 10. It described it as a very remarkable letter."

It read:

"Dear Mr. Thomas: Good-bye. I am going out if I can. I cannot forget that awful map and the things he said. I am innocent, innocent, but she is dead and it was my lunch she ate. I cannot stay."

"When I am dead they will be sure I am guilty and you, at least, will be clear."

"May your dear wife's presence guard and comfort you still—Yours, A. H."

"My life is not a great thing now dear Annie has gone. I shall be glad if you will send my love to Bessie (a sister of Mrs. Hearn). Tell them not to worry about me."

"I shall be all right. My conscience is clear. I am not afraid of afterwards."

"I am giving instructions about selling the things and hope you will be paid in full. That is all I can do now."

"That is a most remarkable letter," Mr. du Parc went on, "and you will have to consider it carefully. You may think that Mrs. Hearn, believing herself to be innocent, and thinking herself to be under suspicion, and possibly Mr. Thomas too, was going to commit suicide. You may think she is a miserable, unhappy woman, who is going to commit suicide, and not a woman who is going to run away and endeavour to conceal herself and to avoid justice."

Mrs. Hearn Becomes Nurse.

"I am going to tell you what her movements were in this case, that you will judge whether, when she wrote that letter, she really had the slightest intention of taking her life, or whether her intention was to get away, to delude people into thinking that she had committed suicide, possibly to divert some of the suspicion from Mr. Thomas if he showed the letter to other people, as he did."

"You must consider whether she wanted to get away in the hope that, if she was considered to be dead, the matter would end, and Mrs. Hearn in another name might continue to live elsewhere, escaping the consequences of what she had done as revealed by the post-mortem examination."

Mr. du Parc then described Mrs. Hearn's journey to Launceston, her alleged visit to the chemist, and her arrival at Trenhorne, where she was employed by Mr. Powell."

He also described her arrest and

CORRESPONDENCE.

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so directed, but as evidence of good faith.—Ed.]

AN APPRECIATION: THE LATE HON. MR. CHAU SIU KI.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—To my few words at the unveiling of the tablet at St. Stephen's, I would add that from a clerkship of \$30 per month Mr. Chau Siu Ki became a director in eight companies and a member of the Legislative Council. His characteristics were an aptitude for and attention to business, directness of speech and great care of money, and of any interests entrusted him by others, whose confidence he thereby earned. He freely sought advice, but having once entered on a scheme was not unduly elated by success nor depressed by failure, neither did he cherish ill as revengeful feelings for injury or misrepresentation. Mr. Chau Siu Ki was ever mindful of the under-dog and of those less fortunate, and especially mindful of any who did their best for him.

As previously stated, the record of Mr. Chau Siu Ki was his bond, and of all these qualities I could give many examples. When successful Mr. Chau Siu Ki spent I think little on himself, but gave what he could for education and for the training of his sons, and I well remember how his eyes lightened up when telling of his son's progress at Oxford. Mr. T. N. Chau speaking so well at St. Stephen's, and with his father's voice and manner took my memory back some thirty years; how proud would his father have been to see his son and that school!

Referred to as a great man Mr. Chau Siu Ki was certainly an outstanding figure of his time on our small Hong Kong stage. I think of him with affection and respect and it is due for me to so express myself.

Lives of great men all remind us we can make our lives sublime, And departing leave behind us footprints on the sands of Time; Footprints perhaps another sailing o'er Life's solemn Main, A forlorn and weary brother seeing may take heart again.

W. S. BAILEY.

Hong Kong, July 7, 1931.

the statement which she made to the police.

In this she said: "It appeared as if somebody was going to be charged with murder. I could not think of anyone but us two. I thought I would go my own way and take my life with that intention and left my coat there, but found I could not do what I thought of doing."

Diary Excluded. At this stage arguments were heard regarding the objections made by Mr. Birkett at the outset, and the Judge decided not to admit in evidence the diary of Miss Lydia Everard. He decided that he would allow evidence concerning the death of Mrs. Thomas.

Mr. du Parc then resumed his opening. He said that while Mrs. Hearn was making a statement, which she signed, she said in an undertone, which was heard only by a police-sergeant, "Mr. Thomas used to come every day with the papers, but, of course, that was only a blind."

Dealing with the case of Miss Everard, Mr. du Parc said that she lived alone with Mrs. Hearn, though occasionally they had visitors. "Minnie" was an invalid in the sense that she was often ill.

"It is part of the case for the Crown that Minnie died of arsenical poisoning, which, in her last illness, must have been administered to her in does not very large, but given wickedly and with intent to kill over a period of about seven months."

"I am bound to put it baldly, and bluntly that this case for the Crown is that over a period of seven months Mrs. Hearn had been administering arsenic to her sister with intent to kill her."

"You will have to consider in this case," Mr. du Parc said, "whether the evidence does not strongly suggest that Mrs. Hearn may have given medicine to her sister which was not the medicine prescribed by the doctors at all, but might have had arsenic in it."

Mr. du Parc said that Dr. Roche Lynch found arsenic in every organ of the body to the total amount of .776 of a grain.

Some formal evidence was called, and the case was adjourned.

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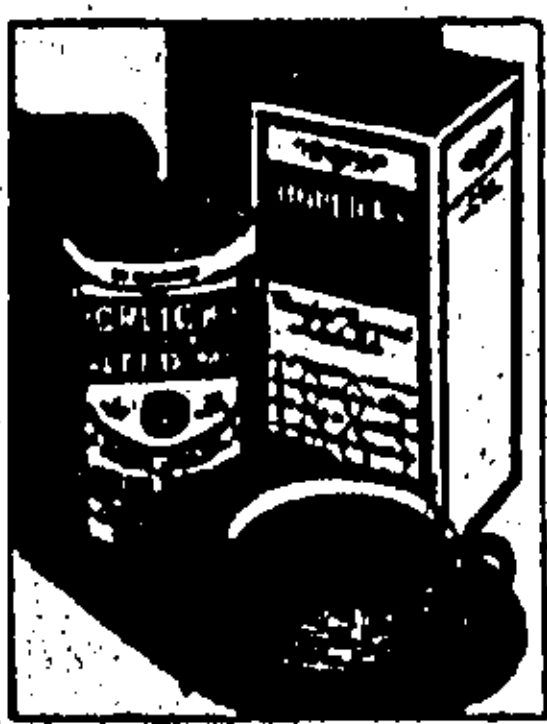
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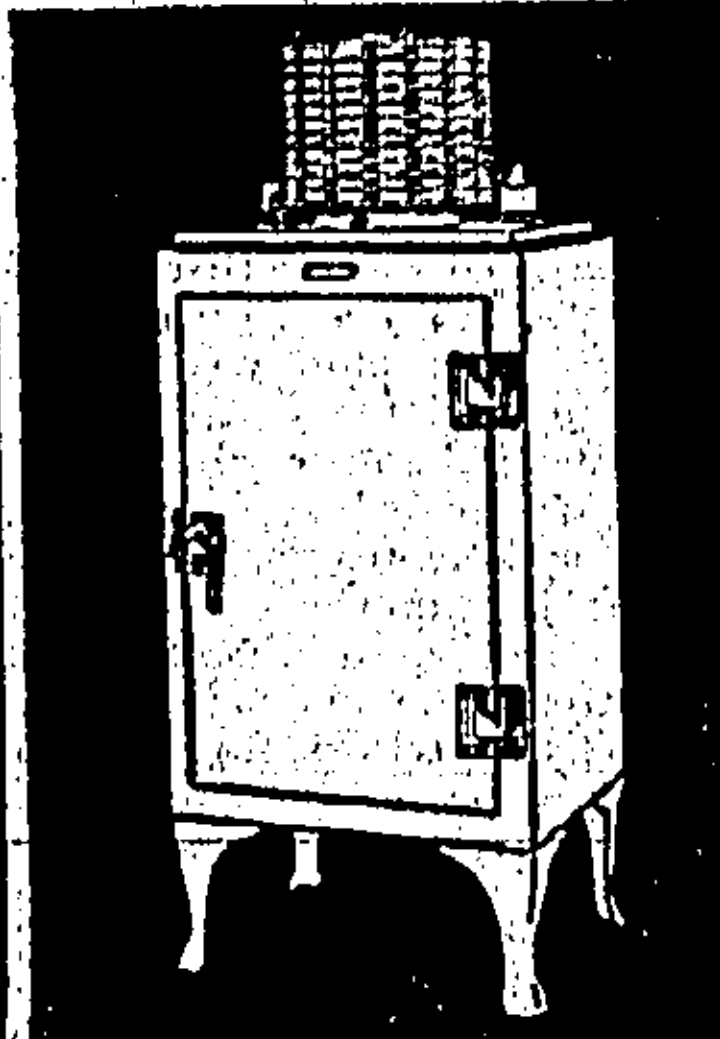
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ROWING: THE SUPREME SPORT.

DEAN SWANN'S ADDRESS AT ROTARY CLUB:
A MENTAL TRIP TO CAMBRIDGE.

THRILLS OF THE UNIVERSITY BOAT RACE.

At the Rotary Club tiffin yesterday, the Very Reverend Dean Alfred Swann gave an interesting address on "Rowing" in the course of which he gave his audience a clear insight into the exacting nature of the sport, the preparations necessary before attaining any measure of success and the wide interest taken in England in the University Boat Race.

The speaker gave elaborate details of the training of University oarsmen and spoke of the joy and satisfaction which the earning of a rowing blue entailed.

"In introducing the speaker, the Hon. Mr. Shenton, who presided, said:—Rotarian Swann did not take up rowing seriously until he went to Trinity Hall, Cambridge. He is a member of a famous rowing family. His father, the Rev. S. Swann, rowed for Cambridge, and his brother, Archdeacon Swann, rowed for Cambridge. Rotarian Swann, himself in his turn, rowed for Cambridge. I believe I am correct in saying that that record of a father and two sons rowing for their University has never been beaten.

Among the many victories to Rotarian Swann's credit, I should like to mention, in particular, that in the year 1910 he rowed for England, against various countries and in 1920 he rowed for Cambridge University, which is the highest ambition to which any rowing man can rise, either for Oxford or Cambridge.

Referring to the trophies exhibited on the wall, the chairman said that they included one for single sculls, double sculls, four eights and eight eights.

"I believe that unless Rotarian Swann exhibits these trophies again, you will never see such a record again."

TRAINING OF VARSITY CREWS.

The Dean's address was as follows:—My subject to-day is going to take you away from all the more serious concerns of life, and away from the range of subjects which generally engage our attention. When I was asked to talk on rowing, I was rather doubtful whether I could make it interesting to a body of men for the majority of whom an occupation of such physical violence as rowing has passed out of the field of possibility. But on reflection I thought that for this very reason you might enjoy it!

I want you to imagine that you are in England and coming with me down to the River. We will go first to the Cam at Cambridge, then to the Thames.

I chose this date to speak on rowing because I knew that Henley Regatta would be just over, and that would give me a point from which to start. But I have found that if I am to give you any sort of an idea of what rowing involves, I shall have to limit myself pretty strictly, and actually there is going to be no time, I fear, to embark at Henley.

I am going to take you to the Cam and to Putney, and I must ask Oxford men to forgive me for taking them to their rival. Any Rotarians who are or have been interested in the great London river clubs must also forgive me for confining myself to University Rowing.

Cambridge.

Picture yourself, then, at Cambridge at the beginning of the October Term. The leaves are falling from the great trees along the Backs and there is a jolly nip in the air. The Backs of the Colleges at this time of year, in the summer, as in the Spring, are a glory to behold, but this is the setting for punts and canoes and other effeminate craft. We are going to the lower river where more serious business is afoot all the year round.

Down Jesus Lane we find ourselves in a stream of bikes and motor-bikes all making for the river. As we cross Midsummer Common we soon see a row of boat houses, but apparently no river. If we had barges as at Oxford there would be no river to row on, and when you catch sight at last of some water, you wonder that we can have the cheek to call this thing a river. It is more like an ordinary canal, and the water is moving just about as fast. This, as a matter of fact, is because although the Boat houses are fifty miles from the sea they are only fifty feet above it, and most of this fall is effected by means of locks.

However, in spite of the inadequacy of the river, a great deal of activity is already evident upon it. Up and down the river boats called "tub pairs" are moving. In each are two freshmen being coached by a senior undergraduate. The first elements of the art of rowing are being instilled. Until you try it you imagine that there cannot be much in propelling a boat through the water, but you very soon change this opinion when you begin to row.

Fixed-Seat Rowing.

The freshman is put first into a tub pair with fixed seats. Here he starts to learn how to hold his oar; then, how to keep it at the proper angle, so that when he takes a stroke the blade neither runs down to the bottom of the river and results in a "crab," nor flies out into the air and deposits him ignominiously on his back in the bottom of the boat.

He must then begin to learn how to keep his feet firm on the stretcher. This is perhaps the most fundamental of all the arts of rowing. The stretcher is to the oarsman what the concrete bed is to the power plant; if he is not firmly based upon it he cannot fail to be ineffective.

Having begun to balance on his feet and to keep them still as he takes his stroke, the novice must learn to swing properly. He is taught first on a fixed seat with the express purpose of making him swing. And yet he must use his legs to drive his body over. And here is literally where the rub comes. If you go round to the rooms of any rowing freshman in an evening in the October term you will find him prone in his arm chair, using the seat as a mere back rest with the rest of his person overhanging so that it shall touch nothing. He is feeling exactly as he probably did at school after a good licking. In fact he is extremely sore, and he wonders how on earth he is going to row to-morrow and what possessed him to do this thing. But this is one of the many disciplines of rowing. He will row to-morrow no matter how sore he is. And, pain or no pain, the oarsman must know to use his legs to drive his body over and back; and by far the best way to learn this combined movement, in the opinion of orthodox oarsmen, with which I certainly agree, is to begin to row on a fixed seat.

Rowing on a fixed seat is not nearly so much fun as that on slides, but it makes an invaluable foundation. At the Varsity, where the discipline learnt at school is still strong, this can be insisted upon. The London river clubs do not demand it, because men who have to sit on an office stool all day and treat rowing as a pleasurable, very naturally fit at the initial purgatory involved.

Crook Eight.

Having had their spell of tubbing your freshmen are put into a "crook eight" and let loose upon the river. The boat wallows and rolls its riggers almost under water; knuckles hit the gunwales and skin is scraped off the knees; blistered hands are almost as sore as skinned tails; water flies in all directions. Some blades merely slap the water while others grunt up the river bottom. No two oars enter or leave the water together, no two bodies or pairs of wrists move simultaneously. It is a painful but wonderful sight!

Every now and then the crew is "eased," and the coach, setting off his bicycle on the towpath, uses the interval of stability to point out a few of the things which are

wrong. Here comes in again the discipline of rowing. The coach, in all probability, will deliver himself of some extremely personal remarks, but the object of them never dreams of answering back.

Day after day this boat goes out and forty or fifty others like it, no matter what the weather. Nothing whatever, short of illness or the freezing over of the river, interferes with the daily practice. The footballer perhaps plays only two or three days a week, and for days at a time the ground is impossible so that he may then play golf, or motor or take his ease. The cricketer can only play when it is fine, and more than a drop of rain sends him hurrying to the pavilion. But the rowing man has to turn up every single day in term time from October to June, hail, rain or snow.

A Hard Service.

Rowing at the Varsity is unquestionably a hard service, but, like other strict disciplines, it brings out the best in a man and prepares him for the still sterner disciplines of life which lie before him.

Meanwhile, as practice proceeds, the crew gradually becomes more uniform, and less energy is thrown away uselessly. All good coaching is directed towards the attainment of maximum efficiency in the expenditure of energy. And uniformity is a *sine qua non* of good rowing. A crew of unpolished oars who are doing their work together will always beat a crew which, though better individually, are applying their power raggedly.

The freshman has his first taste of battle towards the end of the October term and then he looks forward to the Lent Races in the following term. Already he is hoping to be in his College first boat. Ambition, the constant spur of the oarsman, is at work. And the ambition of the average oarsman is remarkable in that it frequently flourishes in very indifferent success. Although, for every freshman, the coveted "blue" is the goal before him, the great majority soon recognise that it is going to be beyond their reach. Yet their keenness in no way flags. There are many rungs in the ladder of Cambridge rowing success. The "blue" is at the top, the trial cap comes next, then the College first May Boat (Colours), then the first Lent Boat. There are also many occasional University races to be won. But apart from all these there is for every man in every boat the glittering possibility of making a bump in Lent or May races, and, if four bumps are made, of hanging up his proudly emblazoned oar in triumph on his wall. Even the fifth Lent boat, composed perhaps of Ruggers men, making a light-hearted descent upon the river, may gain this triumph, and it is one that is never forgotten.

Sliding-Seat Rowing.

We must pass on to the May races and rowing on sliding seats. But first I had better say something about racing boats.

Rowing is first learnt, as we have seen, in a "tub pair." This is a boat which the landman knows as a "skiff." Its purpose is to provide a stable craft for instruction. The beginner then goes out in a clinker-built eight. This is a comparatively heavy boat, built of longitudinal planks, slightly overlapping one another. These overlapping planks offer some resistance to the boat's rolling, like a number of small bilge-keels. This kind of boat therefore is suitable for more elementary rowing. In the Lent races these boats are used. Incidentally they are also used by the Boat Clubs here, but in this case, I would hasten to add, they are of course only used because of their strength in rough water!

The "Mays," which always take place, inconspicuously enough, at the beginning of June, are the principal inter-College races, and they are rowed in what we call "light ships." By the time an oarsman is promoted to this type of boat he must have eradicated all his earlier faults. These boats are something over sixty feet in length and not more than one foot eleven inches in beam; and they are extremely light for their size. Four normal members of a crew can lift their boat above their heads. In this case the boat is made of a skin of wood, only an eighth of an inch thick, shaped over the framework of ribs and keelson, and the skin is French-polished to a high degree, with the result that it presents an exceedingly smooth surface to the water, reducing friction and its resultant head-resistance to a minimum but also making it a much less stable craft than the clinker-built boat.

In order to achieve any degree of efficiency in a "light ship," an oarsman must have acquired a considerable measure of skill in watermanship. "Light ships" are always fitted with sliding seats. The sliding seat not only adds much to the possible length of stroke, but also greatly increases the power which may be applied to the oar, since the legs, now not only lift the body over, as in the case of the fixed seat, but also drive it back.

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The Stroke.

Before we proceed to races I want to give you some idea of what is involved in a single good stroke in sliding seat rowing.

Imagine the boat already under weigh, and let us take one individual and watch his position and movements from the beginning of the stroke to the beginning of the next.

The slide is "full forwards," that is, perversely in its aftermost position. The feet, and especially the heels, are firmly pressed against the stretcher. The back is straight, but not rigid since ease and looseness are essential, and the body is pressed down between the knees as far as long practice and physical fitness will allow it comfortably to go. The arms also are straight, with no bend at the elbows, but again not rigid. The oar blade is vertical and just covered by the water, and the oar is pressed outwards, so that there is no slackness to take up in the riggers itself.

movement up and down spoils the stroke.

When about half the stroke is completed the elbows begin to bend, so that from that moment slide and body and arms are converging to the finish. The finish occurs when the knees are driven hard down, the body has swung to about thirty degrees past the vertical and the hands reach the chest, the elbows being firmly drawn back past the sides.

In Training.

Then the preparation for the next stroke begins. The wrists are first dropped. This has the double effect of flicking the blade out of the water and turning it into the "feather," so as to reduce air resistance on the swing forward. The hands shoot away from the body, but in such a way as to lead it up again to the perpendicular. The knees at this time are still hard down. The movement of the hands and body here must be very rapid, else the knees will come up and be struck by the hands; and also because the body must be ahead of the slide before it moves, so that on the swing forward the weight may be firmly pressed down again onto the stretcher for the next stroke. Also, quickness here enables the oarsman to move more slowly and steadily as he approaches his full-forward position.

(Continued on Page 9.)

GOVERNMENT AND THE CITY HALL.

WHY CINEMA PROJECT WAS VETOED.

FUTURE OF THE SITE UNDER CONSIDERATION.

Enquiries were made at the Colonial Secretariat yesterday by the *Hong Kong Daily Press*, as to the suggestion that the Government had banned a cinema enterprise which had for its object the showing of British films in Hong Kong. It had been stated that an offer was made to effect drastic alterations at the Theatre Royal and to meet all safety requirements of the Public Works Department and the Fire Brigade for the showing of films; that the Trustees of the City Hall accepted the scheme, but it was vetoed by the Government.

The Assistant Colonial Secretary (Mr. N. L. Smith) informed our representative that the City Hall Trustees had given their approval to a plan by a private company to recondition the Theatre Royal to make it suitable for cinema performances and had forwarded the plan to the Government. As far as he (Mr. Smith) could recollect there had been no mention of showing British films. Mr. Smith was unable, at the moment, to verify this from the P.W.D. files, as the hour was considerably after "closing time," and the document in question was looked up for the night. One of the City Hall Trustees, however, agreed with Mr. Smith's view, and said he did not remember any promise about showing British films.

"But in any case," said the Assistant Colonial Secretary, "it was impossible to modernise one section of the City Hall, and to leave the rest of it as it is at present. The whole question of the future of the City Hall site is under consideration, and we could not give a long lease for the Theatre."

"The City Hall is leased to the Trustees at a nominal rent of a dollar a year for use as a City Hall and as a theatre, but it is doubtful how far the Trustees could be allowed to run a cinema in competition with companies paying the usual taxes, etc. We could not, for example, let the Trustees run a hotel at the City Hall, and a cinema involves rather similar difficulties of principle."

CHINESE YOUTH ELECTROCUTED.

INQUEST AT CENTRAL MAGISTRACY.

Mr. E. H. Williams sat as Coroner at Central Magistracy yesterday when an inquest was held regarding the death of Chen Sam, a Chinese youth aged 17, who met his death at 17, Jones Street, on the evening of June 8, as a result of being electrocuted. The following gentlemen comprised the jury: Messrs. E. F. Fincher (foreman), H. Dobner and H. T. Bow.

The first witness called was Dr. A. V. Greaves who said he performed a post-mortem examination on the body of the deceased on June 19. After giving his observations on the condition of the body, Dr. Greaves said that in his opinion death was due to asphyxia.

Mr. A. E. Clarke, senior inspector of the Electrical Department, P.W.D., then went into the witness-box. He said that he went to the scene on June 10 and found a short length of wire attached to a light. It appeared that the deceased was trying to fix a bulb in the socket when he forced one of the springs against the inner shell of the holder, and made it alive. This, said witness, would have been sufficient to give him a shock.

Mr. Clarke then said that he examined the voltage between the lamp-holder and the ground and found it to be 200 volts.

After further evidence was taken, the jury returned a verdict of "death from asphyxia, consequent on an electric shock."

MURDER TRIAL.

WOMAN REPRIMANDED BY THE JUDGE.

MEDICAL EVIDENCE TO BE CALLED TO-DAY.

A woman witness in the Xaumat murder case at the Criminal Sessions was reprimanded by the Chief Justice (Sir Joseph Kemp) at the second day's hearing yesterday. The witness was Tsa Yung, who deposed to seeing the accused throw a rope over the head of the deceased while she was seated in the bed space at the rear of the floor and also made other allegations against the accused.

Addressing the witness his Lordship said, "Let me warn you that you must answer the questions properly. This is a very serious matter, the murder of a man, and prisoner is on trial for his life. We are all trying to ascertain the truth of the matter and it is a troublesome business for all of us. Meanwhile I will not have any disrespect from you."

Witness: I ask your Lordship's pardon. I am an ignorant woman. I have never been in Court before and I do not know how to act here."

Mr. Jenkin, who is defending the accused, Wong Cheung, alias Wong Sik Cheung, in cross-examination of the women witnesses and the small boy, pointed out discrepancies in the evidence given in the Kowloon Police Court, the last Sessions trial, and in the present re-trial, submitting that he would put those facts before the jury in due course.

When the Court adjourned, the Crown case had closed except for the medical evidence. At the earlier trial Dr. Utley gave his evidence first, but in the present proceedings his evidence has been reserved until the last to enable Counsel for the defence to submit for his opinion the depositions of the witnesses in regard to the throwing of a rope over the deceased's head. The doctor will be called when the trial is resumed this morning.

OPIUM SEIZURES.

LARGE HAULS ON LOCAL STEAMERS.

A fine of \$5,000 or, in default, one year's hard labour was the sentence passed by Mr. Schofield yesterday on a fireman of the a.s. Tonkin who was arrested following a seizure of opium valued at \$10,000.

Originally three persons were arrested, but of these two were subsequently released. Chief Preventive Officer Bullen told the Court that he thought the defendant was merely a hireling of the real smuggler.

Another large seizure of opium amounting to 3,500 taels was made by revenue officers on the a.s. Kwei-chow.

In yet another case, a Chinese woman was charged before Mr. Schofield with possession of over 100 taels of opium. She was fined \$3,000 or ten months' hard labour in default. Her arrest followed a raid by revenue officers on S. Kee Cheung Street, on Monday. The woman was seen to throw a parcel out of the rear window of the house, which, on being recovered, was found to contain opium.

HARBOUR COLLISION AVERTED.

COXSWAIN FINED AT MARINE COURT.

Wong Fook, coxswain of the steam launch *Man Sang*, was yesterday charged with failing to observe the rule of the whist under way in the Northern Anchorage on July 1.

Sergeant Wagland stated in evidence that he was proceeding in a westerly direction in a police launch when the *Man Sang* tried to cross his bows from the port side. According to the rule of the road the *Man Sang* should have given way to the police launch, but she failed to do so, and a collision was only averted by the police launch going full astern.

Wong Fook, in a somewhat rambling statement, said that at no time were the two vessels in sufficiently close proximity to run any risk of collision.

A conviction was registered and a fine of \$25 and imposed.

ROWING: THE SUPREME SPORT.

(Continued from Page 6.)

position and so get back harder. Slowness with the hands and with the recovery of the body ensures a tumbling forward which not only makes a hard beginning impossible, but also stops the boat running between the strokes, which is a very important matter.

As the arms reach out for the next stroke the wrists come up, turning the blade square once more and keeping it close to the water, so that no time may be lost in getting in quickly.

When the fullest extent of effective reach is arrived at the hands flick up, covering the blade in the water, and the spring from the stretcher, simultaneous with the blade's entering the water, begins the next stroke.

All movements in a "light ship" must necessarily be faster than in a clinker-built boat, because the pace through the water is greater, and balance and neatness are essential. You have eight men exerting all their strength in a cockpit less than two feet wide. Their movements are complicated and very rapid. I was once in a Cambridge crew in an international regatta in Paris, which could row effectively for a short time at the rate of forty-seven strokes per minute. In the final of the eight, racing against Australia and New Zealand, we were still rowing at forty to the minute after we had been at it for three full minutes. Even at forty seven there was no splashing after the first two strokes and the boat was running dead level. The slightest error of movement or balance at this pace is disastrous, and the movements must be almost entirely instinctive. This represents many days of painstaking practice.

"Bumping Races."

It is in "light ships" that the first division of College boats row in the May Races. These are Bumping Races.

Fifteen or sixteen boats start at once. At Cambridge each boat is separated at the start from the boat ahead and that astern by one and a half lengths, that is about thirty yards. It is the object of every crew to catch the one ahead, and by touching it to register a "bump," which entitles it to start above the other boat next day.

The start of a "Bumping Race" is a nerve-racking affair; 120 oarsmen and their 18 coxes upon whom depends a very great deal in these races, are keyed up to a great state of excitement. Weeks of practice have led to this, and the honour of their College is at stake.

The boats are pushed out from the bank half a minute before the time for starting. Each cox is holding the end of a chain from a stake on the bank which marks the boat's station. He has to keep pretty cool so as to get his boat straight without having to let go of his chain. A cross wind often makes this a very difficult business. He calls to "Bow or Two" to "touch her" as necessary, then "Forward all. Get ready!"

Now some reliable supporter, with a stop watch synchronised with the starting gun, begins to count. "A quarter of 12 minute to go! One Minute! Eight! Seven! and so on, until she goes off with a roar—perhaps a second or two too soon, catching the crew napping, or a bit late, keeping them in awful suspense. But at last it goes, and they are off.

A Howling Mass.

Immediately, nearly half a mile of water is alive with flying crews. The tow-path is a howling mass of bicycles and running men. The boys of sisters and other women's sisters at Ditton corner, of which the crews were very anxious as they paddled down, is utterly forgotten, nothing matters but to catch the boat ahead.

When a crew is gaining, and getting within striking distance, the fact is signalled by a fusillade of bells and rattles and revolver shots. The stroke is picked up, the cox becomes a yelling maniac (although if he loses his head he will never be forgiven), and every man is absolutely "all out."

The cox may miss his bump through striking too soon, or through bad steering or a corner, and the other crew may get away. I have known one crew hunt another all over the course sometimes only a foot or two away, sometimes overlapping. Or a crew may have the double desperate business of trying to catch the boat ahead before it itself is caught from behind. But when good rowing and steering, coupled with courage and determination, has resulted in a bump, I know of no greater satisfaction. As you pull into the bank to let the other boat go by, your lungs feel like bursting, your legs are like limp rags, and your ears are roaring with the thumping of your heart, but, like Gaius, you care for none of these things! And, if your bump should have taken you to the Head of the River, you have gained a triumph before which all previous exploits may well pale into insignificance.

The 'Varsity Boat Race.

All rowing at the 'Varsity leads up to the Oxford and Cambridge race. When I had the job of choosing the Cambridge crew there were over nine hundred men in the C.U.B.C. to select from.

One begins in October to whittle these down to sixteen. College Boat Captains send in the names of men for trial, and each must have at least two days of observation. Towards the end of the October term you have the two Trial Eights settled, and they race over the three mile course at Ely. We take them to Ely to get onto the deeper and livelier water of the Ouse.

At the beginning of the Easter Term nine or ten of these men are invited to come up early, and the 'Varsity Boat starts practice. After a month or five weeks the crew is usually fixed, and "blues" are awarded as soon as may be, so as to set the men's minds at rest. The daily waiting for the messenger to bring you your invitation to row is a sore trial to the nerves.

Before full term is ended, but as soon as the men have been in residence the requisite number of days, the crew which has already been going daily to Ely for practice, leaves Cambridge for some place on the upper reaches of the Thames, Bourne End, or Marlow or Henley. Nowadays each crew goes to Henley every other year and practices from Leander Club. After a fortnight or so up-river, they move to Putney for the final stage of practice, which usually comprises the last two and a half weeks.

The crews have been in full training for five or six weeks before the race. This has meant living together, two outings per day, a fairly strict diet, no smoking at all, and eight and a half hours sleep at night, while spells of rowing at top pressure have been increasingly frequent and longer.

The Great Day.

At last comes the day of the race. It is difficult to account for the remarkable interest shown in this race, but the fact remains that London turns out in force to see it. Old blues and other rowing men have been coming to the riverside in numbers for the past fortnight, and crowds have watched the practice daily with the greatest interest. And the crews have been constantly besieged by flappers for their autographs. But the crowds in practice are as nothing to the mass of people at the river on the Race Day.

It would take too long to describe the whole race, and to do so would mean describing a particular race and emphasising a win for one or other University, and since I should certainly be biased in this, I will confine myself to the start.

The start of the Boat Race is a great sight for the spectators, but it is also a supreme moment for the crews. As each crew leaves its landing stage a roar goes up from the crowd which forms a great amphitheatre open on one side. On the Putney side the road and the houses are black with people to the roofs and the chimneys. The Fulham side is the same without the houses, and Putney Bridge, just below the start is packed, with all traffic stopped.

The roar is kept up until the crews are at their stake-boats. The umpire's launch is between them, and behind it other big and little launches, all crowded to their full capacity.

Silence then falls, while the crews pass their sweaters and scurvy down to their coxes, who chuck them into a boat alongside. Then the crews are got straight with a deft touch from Bow or Two, and the great moment has arrived.

They're Off!

Now the umpire can be seen standing in the bows of his launch, and in the deadly silence he says, "I shall say 'Are you ready?' once. If I receive no reply, I shall then say 'Go!' Are you ready?" "Sixteen blades are squared against the tide. 'GO!' and they are off.

The boats leap away from their stake-boats, and the roar goes up again from the crowd. But the crews are hearing nothing, all their attention is upon the matter in hand. The first stroke is a comparatively long one, the second a lightning drive at the water, with the legs, the third a little longer, the fourth longer still, and on the fifth they are right out to it. Now they are rowing thirty-seven or thirty-eight strokes to a minute.

(Continued on next column.)

HONG KONG STOCK MARKET.

CROUCHER & CO.'S DAILY REPORT.

Though there has been a fair amount of cash and forward buying, prices have not shown any tendency towards higher rates. At the same time, good investment counters are being inquired for, and in some cases, shares were unobtainable at the official rates.

Banks and Unions were better at \$2,010 and \$355, with sales of the later at \$350 for July.

Waterboats were negotiated in small lots at \$28.25.

Wharves came to business at \$163.50 and buyers are offering \$164 for the coming settlement.

Hotels were neglected, though small business was done in the old shares at \$10.50 for September.

Land improved to \$61, with sales at \$61.25 for July.

Humphreys suffered further recession, the old shares and can now be obtained at \$20.

Realtys are quiet at \$10.

Ewos advanced to Tis. 13.80, with sales at Tis. 14.50 September.

Trams are dull and might be obtained at \$21.10.

Further sales of Electrics were made at \$80.50.

Cements showed further ease and were sold at \$19.50 and \$19.60 with September sales at \$20.10.

Ropes opened at \$21.75 and during the afternoon suddenly advanced to \$23 for the settlement with sales forward on this basis.

Dairy Farms are offering at \$30 with buyers slightly under.

Watsons are wanted at \$10.

July 7; 5 p.m.

but after the first minute they settle down into the long raking stroke which is to carry them over their four and a quarter mile journey.

Few things are more beautiful to watch than this long easy stride of first class rowing. The bodies are swinging through a tremendous arc, the oars are moving with perfect symmetry; the blades enter the water and leave it exactly together, and the beautiful ease and grace of all the men's movements make it hard to realise that tremendous power is being applied.

For six months each University has been preparing for this. Everything possible has been done to secure the victory, and now it is all put to the test. Physical fitness of a very high order, strict discipline, careful training, the utmost attention to every detail of style in each individual, and the most painstaking welding of the individuals into a crew now combine to decide who is going to win one of the most coveted honours in the world.

And nothing but honour is at stake for the crews. You get your oar to hang up on your wall, whether you win or lose; and in either event you receive a medal from your own University. But to take your 'Varsity' colours first past the post at Mortlake is the only thing that really matters!

A Great Sport.

In conclusion I must ask you to realise that I have attempted to deal only with a very few points in connection with the sport of rowing. I have said nothing about the tricky business of sculling in racing boats only eleven inches in beam or of the modifications of style necessary for good rowing in light pairs or fours. I have not had time to debate the controversial subject of fixed or swivel rowlocks, or to discuss the various experiments in the shape of racing boats. These are the more technical points which would only be interesting to actual rowing men.

But before I close I should like to emphasise the human aspect of this sport. There is no other athletic pursuit which makes greater demands upon its votaries, and no other sport so completely subordinates the individual to the side. Individuals only count in so far as they contribute to the good of the crew. The result is that rowing is, to my mind, one of the finest preparations a young man can have for the difficult business of living and working in harmony with his fellowmen. (Loud applause.)

Advice to Local Chinese.

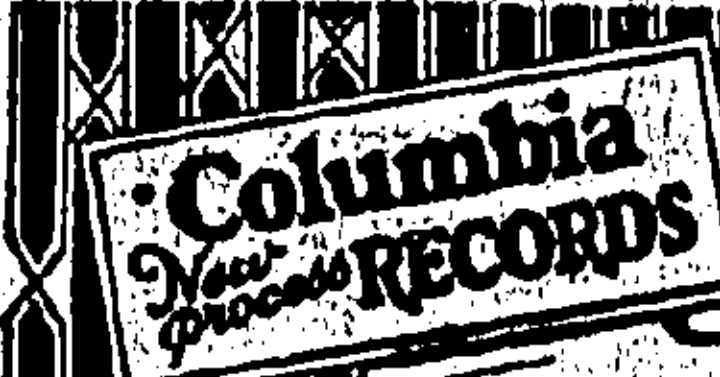
In expressing thanks to Rotarian Swann on behalf of the Rotary Club, Mr. A. C. Shields said, in part:—I hope what he has said to-day will bring home to the young men of this Colony what a wonderful sport rowing is. I am glad to say it is going very strong at the Yacht Club just now, but I think that other sections of the community might well take it up. I think the Chinese, who have made such wonderful strides in football, tennis and other sports, should also take it up in the harbour.



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PRESIDENT HOOVER'S MORATORIUM AGREED TO.

NO FURTHER MISGIVINGS ABOUT PLAN BECOMING EFFECTIVE.

CONFERENCE IN PARIS OF YOUNG PLAN SIGNATORIES.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, July 6.

President Hoover believes that all outstanding moratorium differences between France and the United States have been removed by a new formula submitted to France, providing that all technical and other questions shall be referred to technical experts.

The acting Secretary of State, Mr. Castle, to-night declared: "We have no further misgivings about the President's plan becoming effective."

Mr. Castle added that Mr. Mellon had been unable to accept the last French Note as a basis of settlement as it raised new and serious difficulties, many of which involved the Young Plan, of which America is not a signatory.

The French also asked America to undertake to provide loans to other countries and to facilitate the floating of foreign loan securities in the United States.

The French Minister further insisted that twenty million dollars' worth of reparations in kind should be distinguished from the other reparations, but it was not so much that a sum of \$20,000,000 was involved as that fact that several other Governments had notified America that they would make exceptions if anyone else does. Thus, if the French attitude had been accepted, the plan would have been most seriously whittled down.

FRANCO-AMERICAN AGREEMENT.

[HAVAS.]

PARIS, July 6.

France and the United States are at last in accord about the application of the Hoover proposal.

[THROUGH REUTER'S AGENCY.]

PARIS, July 6.

It is semi-officially stated that France is summoning an immediate conference in Paris of the Young Plan signatories, and, meanwhile, accepts President Hoover's viewpoint with the reservation that the technical points must be satisfactorily settled.

PRESIDENT HOOVER'S HISTORIC STATEMENT.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Later.

"I am glad to announce that the American proposal for one year's postponement of all inter-governmental debts and reparations has now been accepted in principle by all the important creditor governments."

This historic statement was made late to-night by President Hoover, marking the successful outcome of to-day's Franco-American conversations in Paris.

President Hoover pointed out that the terms of acceptance by the French Government were subject to the approval of other interested Powers for whom the United States naturally cannot speak.

The President further stated that Congress has still to approve the Franco-American agreement, but he has received many assurances of support from both Houses irrespective of party affiliations.

He repeated that one of the causes of the world's depression was the burdens and fears of competitive armaments, the costs of which far exceeded the amount of inter-governmental debts. Notes will be sent to the interested Powers dealing with the moratorium.

QUESTIONS IN HOUSE OF COMMONS.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 6.

The relation of the provisions of the Young Plan to President Hoover's proposals was raised in the Commons at question time to-day when the Chancellor was asked to state to what extent the Plan would be suspended or modified, especially in regard to the supply of reparation coal to France, Belgium and Italy in the event of a suspension of debt and reparation payments, as suggested by the American President.

Answering for Mr. Snowden, Mr. Patrick Lawrence, the Financial Secretary to the Treasury, said: "The British Government understand the proposal made by President Hoover on June 20 to involve a complete suspension for one year of all reparation payments whether in the form of cash or in the form of deliveries in kind, including the supply of coal on reparation account."

BRIGHTER TONE ON LONDON CHANGE.

RUGBY, July 7.

General satisfaction is expressed in London that the agreement has been reached, and now that the plan is in force, as from July 1, confidence is felt that the financial situation in Germany will, it is hoped, soon reveal itself.

There was an immediate response on the London Stock Exchange this morning, where markets were beginning to lose some of their buoyancy and freshness.

THE POSEIDON DISASTER.

REPORT READ IN HOUSE OF COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, July 7.

In the House of Commons Mr. Alexander read the Admiralty report regarding the sinking of H.M. submarine Poseidon.

He said that the coolness and courage of the men was in accordance with the highest traditions of the Service, and specially paid tribute to Petty Officer Willis, whose conduct was deserving of the highest praise. Mr. Alexander announced that the Admiralty was considering suitable recognition.

THE NAVY LEAGUE POSEIDON FUND.

SUBSCRIPTIONS RECEIVED YESTERDAY.

The following subscriptions towards the Navy League Poseidon Fund were received yesterday:—
Club de Regatta \$ 50.00
Neva and Tony 25.00
Jack P. Wilson 20.00
Sergeants' Mess, Stonecutters 13.00
Ping-Pong 10.00
\$ 118.00
Previously acknowledged \$0,075.90
\$50,103.90

S. A. ARTHUR,
Hon. Treasurer,
Navy League Poseidon Fund,
Hong Kong, July 7, 1931.

BRITISH CENSUS FIGURES.

ENORMOUS GROWTH OF LONDON POPULATION.

[THROUGH REUTER'S AGENCY.]

LONDON, July 6.

The census taken on April 23 showed that there were 44,790,485 people in Great Britain with a surplus of 1,981,063 females over males.

This total shows rather over 2,000,000 increase compared with the 1921 census. A million and a quarter fewer babies were born and there were 500,000 fewer deaths between 1921-23 than in the preceding decade. The birth rate was less than half that prior to 1920.

One of the most remarkable features is the enormous growth of the greater London population, which has increased by 727,000, the equivalent of 10 per cent.

Scotland's Millions.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 6.

The first figures of the census taken on April 23 issued by the Registrar-General to-day show a total population in England and Wales of 39,948,000, an increase since the last census in 1921 of 2,031,000. The density is 633 persons per square. The population of Scotland is 4,800,000, making a total for Great Britain of nearly 45 millions.

The tables show the number of births registered as 6,930,000, compared with 6,231,000 in the 1921 census and the figure is the lowest recorded since 1881. The death rate is also lower.

The census reveals a growth in the population of London, which is now over 8,000,000, with a tendency for the outer-suburbs to increase at the expense of the County of London area. With the so-called outer ring the total London population reaches 12,000,000.

REBELS REPULSED IN BURMA.

200 SURRENDERS DURING WEEK-END.

[THROUGH REUTER'S AGENCY.]

HANOI, July 6.

Forty rebels out of 150 were killed, and the same number wounded, in an engagement with the Military Police in the Shan States, to which the rebellion has spread.

Twenty-one guns and many other weapons were captured. Other encounters occurred between the Baloches and the rebels. During the week-end, 200 rebels have surrendered.

INDIA'S FINANCIAL POSITION.

WILL PRICE OF SILVER BE STABILISED?

[THROUGH REUTER'S AGENCY.]

LONDON, July 7.

In the House of Commons Mr. Hammersley asked whether, in view of the fact that the credit of India would be assured by stabilising silver at a sufficiently high price, Mr. Snowden would call an international conference for that purpose?

Mr. Snowden, while declining to commit himself, was in agreement with Mr. Hammersley's premise, he reminded him that he had already given the opinion that the British Government were not in a position to take the initiative, but would send a representative if a conference were contemplated.

LABOUR MEMBERS APOLOGISE.

SEQUEL TO ROWDY SCENE IN HOUSE OF COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, July 6.

Apologies for their part in the House of Commons scene on July 2 were offered by Messrs. Maxton, Kinley, Buchanan and Beckett.

The Premier, in expressing gratification that the apologies had been made, suggested that the House might desire to let the matter rest.

Mr. Stanley Baldwin and Mr. Lloyd George concurred, and the incident terminated.

Incident Closed.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 6.

In the House of Commons four members of the Left Wing of the Labour Party who caused a scene

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.30 p.m., stated:—

A depression is forming over N.E. China. The depression N.W. of Hanoi is stationary.

Local Forecast:—S.W. winds, moderate; fair to showery.

in the House on Thursday by resisting the removal of a colleague, and were suspended after disobeying the ruling of the Speaker, apologised.

Mr. Maxton said that he wished to express his deep regret to the Speaker and the House for allowing himself to be influenced by his feelings and the circumstances of the moment to act in a manner which in calm reason he knew to be indefensible.

The incident was closed by the Prime Minister moving that the proceedings be entered on the journal of the House.

AMERICAN OPEN GOLF TITLE.

BURKE WINS 2ND REPLAY BY ONE STROKE.

[REUTER'S AMERICAN SERVICE.]

TOLEDO, Ohio, July 6.

Billy Burke to-day won the second replay for the American Open Golf Championship, over 36 holes, by the margin of one stroke. He returned 148, George Von Elm taking 149.

The struggle was again a very keen one, and Von Elm was one stroke ahead at the 18th, where he had a 76 to Burke's 77. Both players were in much improved form on the last leg, but Burke returned a 71 to his rival's 73, and thus took the championship, after an unprecedented experience.

Reuter gives the scores as:—
Burke 77-71=148
Von Elm 76-73=149

NORTH AND WEST RIVER FLOODS.

RICE CROP COMPLETELY RUINED.

(From Our Own Correspondent.)

CANTON, July 7.

The floods in the North and West River districts, which have caused such widespread death and destruction, are gradually receding, and the higher parts of the effected areas are now clear of water. In Canton the water reached its highest point yesterday morning, when most of Saikwan, Honam and all the low streets near the Bund were totally submerged.

The Canton-Samshui Railway resumed its regular service to-day, after a suspension of several days. When the flood was at its height a big portion of the track was under water.

Railway Service Interrupted.

Trains on the Canton-Hankow Railway are able to go only as far as Yuan Tam, some 35 miles north of Canton. Above this point the permanent way is still flooded or covered with earth. It is not known when through service to Shikwan can be resumed. In several spots above Yuan Tam in the vicinity of Pi Pa Kong the earth beneath the track is completely washed out, leaving the steel rails hanging like suspension bridges. It will require a month or more to effect the necessary repairs.

Great portions of Tsing Yuen district are still under water. Numerous dwelling houses have been washed away. There is no hope of harvesting the rice crop this season in these devastated sections of the North River.

Thousands of flood refugees who flocked to Canton to seek safety are forced to encamp in the outskirts of the city. Many of them are sleeping beneath verandahs on the streets. The sight is pathetic.

The Provincial Government of Kwangtung, in co-operation with the Canton General Chamber of Commerce, is bringing relief to the sufferers in the outlying districts. Several groups of men set out in boats to the various devastated areas with large quantities of rice and other foodstuffs for the sufferers.

Some boats went to the West River and others the North River. The parties are also making a complete survey of the nature and extent of the damage wrought.

LOCAL RELIEF FUND STARTED.

(Wah Tsai Yat Pao.)

The Hong Kong Chinese Chamber of Commerce and the Tung Wah Hospital, respectively, held extraordinary meetings yesterday to discuss detailed plans in connection with the organisation of flood relief work in the interior.

At the same time members of the Committee of the Chinese Chamber of Commerce took the lead in contributing donations totalling \$1,900 to the Flood Relief Fund before an appeal was made to the public.

CANTON GOVERNMENT ISSUES NEW NOTES.

(From Our Own Correspondent.)

CANTON, July 7.

In order to facilitate the circulation of its legal tender the Provincial Government of Kwangtung has decided to take out \$2,000,000 in Central Bank of Kwangtung notes from the Government Depository, stamp them with the characters Kwangtung Tung-Hong-Head Office of the Provincial Bank of Kwangtung and recirculate them. These banknotes will be of \$1 and \$5 up with the necessary amount of silver money. They may be redeemed at the Government Bank at any time and in any amount. These notes will be put into circulation on Monday.

These stamped banknotes may be used for the payment of taxes or in the purchase of goods. The public has already been warned not to discount them in any way. Those who refuse to take them will be severely punished according to the Government edict.

No attempt is being made to recall the old notes of millions of dollars in banknotes in circulation.

ANTI-CHINESE DEMONSTRATIONS SPREADING IN KOREA.

EIGHTY CHINESE KILLED AND 107 SERIOUSLY INJURED; FORTY HOUSES SET ON FIRE.

CHINESE DEMAND ASSURANCE AGAINST RECURRENCE OF SIMILAR OUTRAGES.

[THROUGH REUTER'S AGENCY.]

TOKYO, July 7.

Although it is stated that no responsibility for the Korean riots can be attached to the Japanese Government the Cabinet has decided to grant relief money to the Chinese sufferers.

It is also pointed out that the disturbances broke out without any warning and that the Japanese Government are now doing everything possible to prevent a recurrence of the riots. Meanwhile, the rioters will be severely punished.

Incoming Press despatches indicate that the riots are spreading throughout the province, of which Pyongyang is the capital. The Chinese casualties now number eighty killed and 107 seriously injured. Forty Chinese houses were set on fire.

A further sixty of the Korean rioters were arrested this morning.

JAPANESE DIG TRENCHES AND LAY MINES!

NANKING, July 7.

The Government have been flooded with telegrams from all over China urging the maintenance of a firm stand regarding the Wanpaoshan affair and the massacre of Chinese at Seoul and other cities in Korea.

According to Chinese despatches, which have so far not been confirmed, Japanese soldiers forcibly occupied the houses of Chinese peasants in Wanpaoshan and commandeered Chinese boats plying on the Ilyu River.

It is also reported that trenches have been dug and mines laid by Japanese.

At Seoul it is reported that a section of the Chinese quarter has been destroyed by incendiary fire. Owing to signs of unrest amongst Koreans at Fusan, armed police have been detailed to guard the Chinese quarter.

NANKING, July 7.

The Foreign Ministry states in reference to the Korean riots that "Strong representations have been lodged with the Japanese Government and assurances demanded against a recurrence of similar outrages."

BOYCOTT OF JAPANESE GOODS SUGGESTED.

(Wah Tsai Yat Pao.)

SHANGHAI, July 7.

Much indignation has been aroused among the Chinese community over the anti-Chinese riots in Korea. The local Chinese public bodies held a joint meeting yesterday afternoon to consider what steps were to be taken to organize a protest.

A telegram is to be sent to General Chang Hsueh Liang urging him to accord adequate protection to the Chinese in Korea and full support by the people would be forthcoming. Should diplomatic means of dealing with the matter be inadequate the Chinese people are prepared to start a boycott campaign against Japanese goods.

"A DISGRACE TO THE JAPANESE EMPIRE."

Official Figures.

LATER.

TOKYO, July 7.

According to Press despatches, Korean mobs several times yesterday attempted fresh attacks on Chinese houses in Pyongyang, but were dispersed by the police firing blanks.

It is stated that a total of 214 Chinese houses and shops have been looted since the riots began. At present, 3,300 Chinese are taking refuge with the police, and many are still missing.

The steamer Ritsu left Chemulpo yesterday with a thousand Chinese refugees, mostly farmers.

A message from Hsin says a similar incident to that at Wanpaoshan occurred on the 2nd instant in the Suhua district, the Koreans complaining to the Japanese Consul that Chinese had destroyed their irrigation works, thereby ruining the paddy fields.

The Japanese newspapers are unanimous in regretting the Korean disturbances and in condemning the Koreans for resorting to such violence in retaliation as they did in the Wanpaoshan incident.

The papers likewise impeach the authorities for failing to prevent the outrages, which the *Nichi Nichi* characterises as "a disgrace to the Japanese Empire."

The *Kokumin* fears possible serious developments, while the *Jiji* urges the Government to do everything possible to suppress the riots and to pay compensation to the unfortunate victims without delay.

ANTI-NANKING MOVEMENT.

MORE CANTON ALLIES?

(Wah Tsai Yat Pao.)

CANTON, July 7.

Information elicited from local political circles states that Kuki military leaders are inclined to participate in the Canton anti-Nanking movements. Generals Chang Ching, Lu Hsing-Peng and Liu Hu-Ting (the most notable in the Kuki Army) are in frequent communication with the Canton Government regarding anti-Nanking plans.

It is suggested that the three Kuki leaders reorganise their existing forces into one army group which would consist of three divisions, the first of which would be stationed at the foot of the new column.

SIR MILES LAMPSON AND CHANG HSUEH LIANG.

MEETING AT PEIPING HOSPITAL.

[THROUGH REUTER'S AGENCY.]

PEIPING, July 7.

The British Minister, Sir Miles Lampson, called on General Chang Hsueh Liang at the Rockefeller Hospital last evening. The interview lasted few minutes. It is reported that General Chang has recovered completely and can talk freely with his callers.

Arrives with General Hsu Chung-Chi, the veteran Kuomintang military leader, as their supreme commander.

Sports News

Lawn Bowls.

COMMENT ON SATURDAY'S LEAGUE GAMES.

NARROW ESCAPE FOR THE UNBEATEN LEADERS.

[By "GREEN"]

There were no surprises, to my mind, in the lawn bowls league last Saturday, but the fact remains that the unbeaten Kowloon C.C. team had a narrow shave, and the same may be said of Craigengower, who nearly let the Police score a victory after all their years of trying to break their spell of bad luck. Kowloon C.C. beat Taifoo by a single shot, and by a coincidence, Silkstone's rink, which had hitherto remained the only unbeaten one in the senior division, fell by the same margin. It was hard luck on the Taifoo team to lose the points in such a way. The victory had the effect of strengthening the position of the leaders for the championship, while at the same time it lessened Taifoo's chances for the honours. However, Taifoo are left with some hope, and one cannot say what might happen in the remaining six games. They can derive some comfort from the fact that they have still to carry out two meetings with Craigengower, the other potential candidates for this season's honours and champions for the last three years. Taifoo, in the event of failing in their ambitions to reach the top, might very well prove to be the undoing of the Craigengower team, for any success which they may achieve against the champions will indirectly help Kowloon C.C. to win the championship for the first time.

"Baga will carry us through," an old slogan at Craigengower, was recalled when the champions were nearly laid flat on the Police ground. In fact it had to be substituted to "Omar will carry us through," and if he had not, it would have been a sorry day for the champions. "Dick" Baga's rink went down by ten shots, but Omar's rink pulled the scale round by a majority of 15 shots while their third rink under Ramjahn drew with West. Craigengower's proverbial strength appears to be on the wane, and I fear this is due to the absence of Bradbury, who kept the team as a whole in fine form with constant practice.

I was glad to see Kowloon Dock gain their second victory when they entertained Club de Recreo. They have a good team, but their luck this season has been somewhat akin to that of Civil Service some two years back when they lost a number of matches by small margins. I do not maintain that the Dock's defeats have been so small in comparison, but they have been beaten in a number of games which they should have won. The Bowling Green team came home with the spoils from the Civil Service, the points going in their favour by 16 shots. W. E. Hollands, who made his second appearance as a senior skip in the rearranged rink, went down by thirteen shots. Hollidge lost by eight shots while the third rink under Gregory won by six shots.

My anticipations of seeing Kowloon Bowling Green Club back at the top of the second division were not realised. They could not fulfil their engagement with the Yacht Club owing to the shower which came down in the afternoon to spoil the ground. Club de Recreo, however, did not retain their lead for any length of time as I expected. Kowloon C.C. beat them by three shots and exchanged the top position by virtue of a better shot average. The Civil Service Junior

(Continued on next column.)

TENNIS LEAGUE.

MIXED DOUBLES.

WIN FOR THE INDIANS.

On the I.R.C. courts yesterday the Indians beat Ladies' Recreation Club by 7/5 sets to 1/5. The scores were:—
Mrs. Gull and H. D. Ramjahn—beat Mrs. Stafford Smith and H. J. Armstrong 6-1
Miss Thomas and A. D. Humphreys 6-4
beat Mrs. Etherington and Capt. Etherington 6-3
Miss R. Ramjahn and S. A. Ramjahn—
beat Mrs. Stafford Smith and H. J. Armstrong 6-1
Miss Thomas and A. D. Humphreys 6-4
lost to Mrs. Etherington and Capt. Etherington 2-3
Mrs. Osborne and C. A. L. Ramjahn—
beat Mrs. Stafford Smith and H. J. Armstrong 6-1
Miss Thomas and A. D. Humphreys 6-0
beat Mrs. Etherington and Capt. Etherington 6-3

string was out of tune when they visited Craigengower. They lost by 38 shots, A. L. de Souza's rink for the home team making a big "kill" with 26 shots. The opposing rink under Davies was tied down for a long time to two shots, but they eventually raised their total to nine shots as against 35. On another home rink, H. V. Pearce, playing number three, did extremely good work in cutting out the woods of the opposition. Taifoo had an easy victory over the Electric R.C., winning hands down on two rinks.

Seven rinks registered double figure wins on Saturday and in six cases their respective clubs profited to the extent of taking the points. The exception was provided by Mair's team, whose win was overshadowed by the victory of Craigengower's leading rink over that of J. Oram. The following are the outstanding wins by individual rinks during the afternoon:—

SENIOR RINKS.

U. M. Omar (Craigengower) beat J. Oram (Police) by 15 shots, 20-14.
L. Guy (Bowling Green) beat W. E. Hollands (Civil Service) by 13 shots, 29-16.
W. Mair (Police) beat R. Baga (Craigengower) by 10 shots, 20-10.

JUNIOR RINKS.

A. L. de Souza (Craigengower) beat R. Davies (Civil Service) by 26 shots, 35-9.
R. K. Duncan (Taifoo) beat W. B. Muskett (Electric R.C.) by 25 shots, 37-12.
D. Munro (Taifoo) beat S. Donoghue (Electric R.C.) by 21 shots, 33-14.
F. G. Harridge (Kowloon C.C.) beat F. V. Ribeiro (Recreo) by 18 shots, 29-13.

The following are the successful rinks on the basis of ten shots or more up in at least 50 per cent. of the games played so far, the figure after the name indicating the number of games in which the skip has participated:—

SENIOR RINKS.

U. M. Omar (C.C.C.) 8 75
N. Drummond (Taifoo) 8 49
A. E. Silkstone (K.C.C.) 8 41
J. Ferguson (Taifoo) 8 41
J. Gregory (C.S.C.C.) 8 34
J. Fraser (K.C.C.) 7 32
R. F. Luzz (Recreo) 3 26
F. C. Cullen (K.D.R.C.) 3 26
D. Ramjahn (C.C.C.) 4 16
W. Russell (K.B.G.C.) 4 12

JUNIOR RINKS.

D. Munro (Taifoo) 8 79
R. K. Duncan (Taifoo) 7 70
J. G. O'Leary (Recreo) 8 49
J. P. Robinson (K.C.C.) 8 46
F. G. Harridge (K.C.C.) 4 40
W. S. Drake (K.B.G.C.) 7 38
W. Gill (C.C.C.) 5 33
A. Davidson (K.B.G.C.) 6 30
A. L. Shields (Yacht Club) 4 28
P. T. Farrell (K.C.C.) 4 23
W. Macfarlane (Yacht Club) 7 19
V. Petherick (K.B.G.C.) 5 17
H. E. Strange (C.S.C.C.) 6 13
Unbeaten.

HOME RACING

Notes and News

Our Home Racing Correspondent.

I cannot do better this week than to give the results of the principal races of the first two days at Ascot. The value of the Stakes at Ascot is generally known, but possibly few are aware that there is now over £24,000 added prize money, and that the total amount of stakes is over £70,000.

This year there was seen for the first time the completed Totalisator comprising five enormous buildings, and giving employment to at least 1,000 men.

Queen Ann Stakes.

7 furlongs 155 yds. 1,200 Sovs. to Winner.
Coldstream (G. Richards) 1
Osiris (B. Carslake) 2
Knoloma (A. Burns) 3
Short head. Two lengths.
Betting: 11/2, 7/1, 20/1.
Glennalmond, owned by Mr. J. A. Dewar, started favourite at 11-4, but could do no better than fourth. Knoloma, a French horse was entered for the Derby but did not run. The winner, of course, is owned by Lord Glanely.

Ascot Stakes (Handicap).

2 miles. 1,920 Sovs. to Winner.
Noble Star (F. Fox) 1
Blue Vision (A. Smaiko) 2
Bonny Boy II (C. Ray) 3
1 length. 1 length.
Betting: 10/1, 20/1, 100/7.
Son of Mint started favourite with Brown Jack next, but neither were prominent in the race. I fancied Brown Jack for this race, but with 9st. 7 lbs. to carry it was asking a lot of this very popular horse. This race was a bit of an upset to most calculations, but Noble Star hardened up just previous to the race from 100-8. Bonny Boy is another French horse.

Coventry Stakes.

Five furlongs. 2,200 Sovs. to Winner.
Cockpen (F. Fox) 1
Hardy (B. Carslake) 2
Tobunga (F. Lane) 3
1 length. 1 length.
Betting: 13/8, 15/8, 10/1.
Dastur, owned by the Aga Khan and thought by many to be the best two-year-old colt this year, must have proved a disappointment; this race is for two-year-olds. Cockpen apparently simply outstrode him, and is by Buchan-Marguerite. He is owned by Lord Woolavington and proved another success for F. Darling.

Hardy was running on and should be noted for the future.

Gold Vase.

Two miles. 1,600 Sovs. to Winner.
Pomme D'Api (M. Beary) 1
Amfortas (W. Sibbritt) 2
Whincoeur (S. Donoghue) 3
4 lengths. 4 lengths.
Betting: 4/1, 3/1, 10/1.
This seems to considerably enhance the chances of Pomme D'Api in the St. Leger. He apparently returned looking as if he had been out for an exercise canter and seems to improve all the time, despite a lot of racing this year.

I will leave out the next race in detail, the Queen Mary Stakes over five furlongs for two-year-old fillies, won by Diamant at 100-9. This brought further disappointment to the Aga Khan, as his filly, Tarte Maizon, thought by some to be the best of her age, was kicked at the post and took no part in the race.

Prince of Wales Stakes.

About 1 mile 4 furlongs. Three-year-olds. 3,375 Sovs. to Winner.
Sir Andrew (P. Beasley) 1
Creme Brulee (F. Lane) 2
Armagnac (R. Perryman) 3
1 length. 1 length.
Betting: 10/1, 100/7, 7/1.
Amongst others, Sir Andrew beat Shell Transport, Pickpocket, Tip-top, Lightning Star and Estate Duty. At last! He was receiving 4 lbs. from Lightning Star, a horse somewhat fancied for the Leger.

St. James' Palace Stakes.

One mile. 5,850 Sovs. to Winner.
Cameronian (F. Fox) 1
Trinidad (B. Carslake) 2
Portland (H. Beasley) 3
3 lengths. 4 lengths.
Betting: 15/8 on, 20/1, 7/1.

Cameronian, in this race, for three-year-olds, won in a canter, and so annexed another most valuable prize. It must be remembered that this race was over a mile and so has no real bearing on the Leger. It is pleasing to read of Portland running into a place, and possibly six furlongs is about his distance. The success of Cameronian brings up the total of his winnings in three races to £29,433.

Trinidad was a very promising two-year-old, but up to this race had shown no promise this year. This concluded the first day, a good one for Mr. F. Darling, and for F. Fox who rode three winners. The effect of the "Tote" was very noticeable in the chief rings.

Cockpen apparently made a great impression, and may have a lot to do with the Derby next year. He is a grandly made whole chestnut and as well bred as he is good looking.

SECOND DAY.

As space is limited I will only deal in detail with the Royal Hunt Cup, King Edward VII. Stakes, and Coronation Stakes.
Six Wheeler won the Bessborough Stakes from Trumcheon and Hot Bun at the nice price of 50/1; Paron (the Churchill) Stakes from Knight of Lora and Janeiro, and Lemnarchus the Fernhill Stakes from Albara and La Fontaine.

TWO MORE TEST MATCHES.

NEW ZEALANDERS' BRAVE SHOWING REWARDED.

[THROUGH REUTER'S AGENCY.]

London, July 7.
As the New Zealand cricket team, who travelled 13,000 miles to play a solitary Test Match, made such a brave showing on June 27, against England, the Cricket Board of Control has arranged two more Test Matches; one at the Oval on July 29, and one at Manchester on August 15.

Coronation Stakes.

One mile. 7,000 Sovs. to Winner.
Sunny Devon (R. Dick) 1
Turtle Soup (M. Beary) 2
Lindos Ojos (H. Beasley) 3
2 lengths. 1 length.
Betting: 3/1, 10/1, 5/1.
This brought a valuable prize to Lord Astor. Lindos Ojos was second in the 1,000 Guineas, and Four Course, who won the later and was second in the Oaks, started favourite at 2/1, but finished fourth.

Royal Hunt Cup (Handicap).

Seven furlongs 155 yds. 2,590 Sovs. to Winner.
Grand Salute (G. Richards) 1
Ellenborough (F. Rickaby) 2
Racedale (P. Beasley) 3
1 length. 1 length.
Betting: 5/1, 50/1, 38/1.

The surprising thing about this race was the coming into the picture of Grand Salute so late in the day, and he had to go all out to beat Ellenborough, who was very favourably handicapped. Racedale deprived Flecting Memory of third place on the post. Neither The Recorder nor The Magnan ran. This was another win for Lord Glanely.

King Edward VII. Stakes.

1 1/2 miles. 3,075 Sovs. to Winner.
Sandwich (H. Wragg) 1
Khorsheed (M. Beary) 2
Apperley (B. Carslake) 3
1 length. 1 length.
Betting: 3/1 on, 4/1, 10/1.

I mention that this race for three-year-olds, in view of the fact that Sandwich should have an excellent chance in the Leger. There were only three starters, but apparently Sandwich was a class winner, and his jockey, Naper, once had occasion to feel for his whip. The "Tote" taking on the first day was £24,303, and on the second day just on £33,042.

THE "HENRY KESWICK."

TOWNS RIVER GUNBOAT TO HAIPHONG.

The story of the steam tug Henry Keswick's voyage from Hong Kong to Haiphong with the French river gunboat Vigilante in tow, is not a recital of frightful hazards of the sea overcome, or of the triumphing of men over seemingly insurmountable difficulties.

Deep Sea Towing.

Deep sea towing is no child's play even when carried out under the most favourable conditions. It is without doubt the hardest and most hazardous branch of the merchant service, and those who engage in it become so accustomed to experiencing and dealing with dangerous situations as an every-day occurrence that the towing of a small gunboat which was never meant to leave the safe precincts of a calm river over 500 miles of open sea seems to them hardly worthy of mention. Most certainly this accounts for the modesty with which Capt. Groundwater, master of the Henry Keswick, related to a representative of the Daily Press the story of the Henry Keswick's most recent voyage, from which she returned only two days ago.

The "Vigilante."

The Vigilante is a small river gunboat drawing only about two feet of water, and constructed of the thinnest steel upon a frame correspondingly light. She was built and intended for river work only, and before she could be taken to sea an enormous amount of preparatory work on her was necessary. She had to be stripped of almost every removable fitting above deck: guns, funnel, masts, all had to go, until she remained little more than a hulk. All hatches and openings were battened down, and an artificial breakwater was built forward, to ease the force of heavy seas which might be met with on the voyage.

Since there were no bollards of sufficient strength to take the strain of the towing line on the fore part of the Vigilante a five-inch wire hawser was laid right round the outside of the vessel, and at the junction of the two ends of this hawser at the bow the six-inch steel towing wire was attached. One hundred and twenty fathoms of this wire were paid out when the open sea was reached, but the tow had to be shortened on two occasions, one of them being when the Hainan Straits were negotiated.

The Voyage.

The first day of the voyage was blessed with comparatively fair weather, but on the second day out speed had to be reduced on account of the danger of the heavy seas then being experienced, staying in the extremely thin "plate" of the Vigilante. That such a contingency should have arisen at all gives added point to the extremely tricky nature of the job in hand. Bad weather persisted until the Hainan Straits were reached, after which it moderated considerably, and continued fair to the end of the voyage.

One would expect a vessel of such light draft to sheer badly under tow, but in this instance such was not the case: no doubt the steadiness of the Vigilante was mainly due to the presence of two-fifteen fathom lengths of cable, one of which was trailed from each quarter of the ship, acting as a sea anchor.

The outward journey took about two and a half days, the average speed being seven and a half knots. The return from Haiphong was made without any tow, and was accomplished in two days, the tug arriving in port on Monday.

Thus ends another chapter in the history of the Henry Keswick, and her gallant skipper: merely another job of work successfully accomplished, maybe, but accomplished by the exercise of a quality of seamanship which has made the names Groundwater and Henry Keswick bywords on the China Coast.

TRAFFIC OFFENCES.

SEVERAL DRIVERS FINED.

When the driver of an Aberdeen bus was summoned before Mr. W. Schofield yesterday with driving in a manner dangerous to the public along Pokfulam Road, the officer for the prosecution said that defendant was following a lorry and tried to overtake it in a corner. When he saw the traffic officer approaching from the opposite direction, however, he swung behind the lorry again. It was also stated that the defendant failed to exhibit his driver's badge and he was fined \$23 for the two offences.

Commented for driving in a dangerous manner and with not having two efficient and independent brakes on his vehicle, the driver of a lorry was fined \$25 for the two offences. Miss L. G. of 60, Robinson Road, was fined \$10 for driving a car without an appropriate licence. The driver of the car was also summoned for allowing the lady to drive his vehicle and was ordered to pay a fine of \$5.

R.M.S.P. AND ITS SECRET RESERVES.

THE LORD MAYOR EXPLAINS HIS RULING.

When the hearing was resumed at the Guildhall of the summonses against Lord Kylant and Mr. H. J. Morland in connection with the affairs of the Royal Mail Steam Packet Company the Lord Mayor made a statement as to the evidence he would admit.

It will be recalled that at the previous hearing Sir John Simon and Sir Patrick Hastings, leading counsel for the defence, withdrew from the Court.

It is alleged that the R.M.S.P. reported a profit in years when there had been a loss and that the difference was made up by transfers from secret reserves.

The Lord Mayor said:—

"Counsel who were leading for the defence have seen fit to withdraw from the case after a ruling which I gave upon the admission of evidence as to the accounts of other companies wholly unconnected with the R.M.S.P. Company."

What Others Do.

"As I understand it their contention was that if it can be shown that other companies have done what it alleged to have been done in this case, and other auditors have in such cases given clear certificates, then the defendants in this case cannot be guilty of a criminal offence."

"In my view if it were proved that other people were doing what it alleged to have been done in this case, that does not affect the issue here as to whether what has been done constitutes an offence. It might well be pleaded in mitigation, but with that I am not concerned."

"I am, however, most anxious that the interests of the defendants should not suffer by reason or the action which their leading counsel have seen fit to take."

"While I cannot admit evidence as to the accounts of companies wholly unconnected with the R.M.S.P. I must admit evidence as to the generally accepted principles upon which companies deal with such matters as, for example, secret reserves, and particularly if there are questions involved in this case as to which eminent authorities entertain different opinions."

"That, again, is very important, but evidence on this point should be given where there is a direct reference to the accounts of the R.M.S.P. and should not involve examination of the accounts of other companies."

"I have that if any such evidence is available I shall not be deprived of any assistance that I would derive from it in deciding whether the defendants should be upon their trial."

"Mr. A. T. Cason, chief accountant of the R.M.S.P. from 1913 to last month, then resumed his evidence."

The Lord Mayor asked a question respecting the £200,000 bonus declared by the H. and W. Nelson Company (one of the R.M.S.P. subsidiaries), and Mr. Pritt (counsel for the Crown) replied that he ought to say that was justification for that bonus.

The Other Directors.

Later, the Lord Mayor said:—"I want to be absolutely fair to all parties concerned, but throughout the whole burden seems to have been thrown on the shoulders of Lord Kylant. Was anybody else responsible in any degree? Otherwise what was the use of having any directors at all?"

Mr. Pritt: It is my case that at all the interviews and discussions there was no authoritative person present except Lord Kylant, except when we say Mr. Morland was dealing with the accounts.

Mr. Pritt proceeded to question Mr. Cason as to whether any information was given about the transfer from reserves, and the Lord Mayor asked: "Can you ascertain?"

(Continued on next column.)

NANCY CARROLL.

FILM STAR'S DIVORCE SUIT.

On the seventh anniversary of her wedding, Nancy Carroll, one of the most successful of the newer film stars, has at Nogales, Mexico, filed a divorce suit against her play-wright husband, Jack Kirkland. Hollywood was startled by the news, for their marriage was regarded as the ideal romance of the film colony.

Nancy Carroll, who had a meteoric rise from a Broadway chorus, and is now earning £1,000 weekly, told friends that the divorce was the friendliest possible arrangement, due simply to the claims of her career. The ground for the petition was the wish of the star to be independent of her husband, and in the Nogales Court such a reason is considered sufficient.

The couple kissed goodbye in the Attorney's office. Mr. Kirkland, who has acted as his wife's manager, said:—"We parted the best of friends, but the break is unavoidable. Somewhere along the line romance flew out of the window and we came to the realization that to continue being happy we must both respect each other's independence. I believe we shall continue to find a common interest not only in our daughter Pasty, aged five, but in our work. Nancy is genuine and unspoiled, and entirely worthy of the place she has won for herself."

"Among the films in which Nancy Carroll has starred are 'Abie's Irish Rose', 'Ladies Must Dress', and 'Easy Come, Easy Go'. Her talking films included 'Wolf of Wall Street', 'Close Harmony', 'The Danes of Life', 'Illusion', and 'The Sin Sister'."

whether the directors were shown the fact that for something like nine or ten years there has been a deficit of half a million, and how that could be made up so as to show a profit on the balance sheet? Mr. Pritt (to the witness): In 1927, when they were dealing with the accounts for 1926, was there any discussion as to the position of the company?—No.

Do your same answers about their not being told apply to each of the years from 1921 to 1926?—Yes.

Unanswered Question.
Mr. Cason said that in June, 1928, he saw Lord Kylant regarding the draft prospectus.

"All I did," said Mr. Cason, "was to say that the words 'average profits' were included, and I suggested that 'balance' was the word we used in our accounts. Lord Kylant immediately altered 'profits' to 'balance'."

The Lord Mayor: Was that a fair statement?—Ought I to express an opinion?

The Lord Mayor: Was it put there for the purpose of the subscribing public believing there was an annual available surplus in the nature of a profit available for the payment of interest on the debentures?—I think so.

The Lord Mayor: If it had not been there you could not have issued this prospectus?—Mr. Cason did not reply.

(The Lord Mayor: You prefer not to answer?—Yes.)

The Lord Mayor: Can you not ask him whether he believes the statement to be a statement of fact that during the past ten years the average balances available, after providing for depreciation, was sufficient to pay the interest on the debentures more than five times over? I suggest that question because we have been told of a deficit of about £200,000 a year over the past ten years.

Mr. Pritt said he was not sure whether he ought to ask the question, as there were questions which the Court or the next should decide.

The Lord Mayor: Very well.

COATES' ORIGINAL

PLYMOUTH GIN

IS THE BEST DRY GIN FOR COCKTAILS.

Sole Agents:—

CALDBECK MACGREGOR & Co., Ltd.

(Incorporated under the Companies Ordinances of Hong Kong.)

PRINCE BUILDING, 108 HUGH STREET.

Money and Markets

SHANGHAI REAL ESTATE.

ANNOUNCEMENT OF A NEW COMPANY.

AN IMPORTANT ALLIANCE.

An announcement of outstanding importance to the real estate world is the creation of the Land Investment, Brokerage & Mortgage Co. a joint agency for realty operations formed by the Shanghai Land Investment Co. and the Asia Realty Co. This new organization has started business at 60, Nanking Road.

This alliance of the two leading real estate organizations of Shanghai unites the ripe experience and resources of the Shanghai Land Investment Co. with the up-to-date and efficient organization of the Asia Realty Company.

Joint Agency Functions.

This joint agency arrangement, while preserving the identity of each of these two companies, is formed for the purpose of buying and selling real estate, both improved, upon brokerage or commission, or as principals. It will arrange mortgages and leases, supervise and manage estates and property, and do other real estate work for third parties. All purchases and sales of real estate for both companies are to be conducted through this joint agency.

The Needs of Shanghai.

Security holders of the two companies will naturally be keenly interested in the effect that this arrangement will have upon their shares. Securities of both of these companies have long been in active demand and both should be strengthened by this alliance for joint operation. This Anglo-American alliance forms a well-rounded and efficient property trading organization, well fitted to serve the growing needs of Shanghai. It will be welcomed by all who are interested in Shanghai real estate from any point of view.

Capital of the Two Companies.

The Shanghai Land Investment Co., for years the outstanding organization for property operations in Shanghai, was founded in 1899 and operates under the Hong Kong Ordinances. The prestige and resources of this organization are well-known, the latter having a balance sheet value alone of Tls. 22,299,613.83.

The Asia Realty Co. was founded in 1922 and operates as a China Trade Act Company. In the nine years since its formation, its assets have grown from Tls. 59,478.30 to Tls. 13,494,213.28. These figures speak for themselves as to the enterprise and efficiency of this rapidly growing company.

Management.

The board of management of the Land Investment, Brokerage & Mortgage Co. includes four names than whom none are better known in Shanghai property operations. The chairman is Mr. N. L. Sparke, the three other members of the Board being Mr. T. C. Britton, Mr. Hugo Sandor, and Mr. A. W. Buck. Mr. Sparke, for many years the active head of the Shanghai Land Investment Co. is recognized as an expert property appraiser whose judgment regarding Shanghai land values is recognized by all. He was the moving spirit a few years ago in the formation of the Shanghai Property Owners' Association. Mr. Britton has provided the management had developed the organization under which the Asia Realty Co. has made its remarkable growth. With previous banking experience, his application of modern methods to Shanghai real estate problems has been fruitful of results, satisfactory alike to his shareholders and to the clients of his company.

Mr. Hugo Sandor, a leader in land trading operations, brings to

SAIGON RICE MARKET.

QUIET BUT STEADY.

The Export and Import Co., Ltd., of Cochinchina, have sent us the following report, dated June 15, of the rice market:—

Since last reporting on May 30 this market has ruled quiet but steady, mainly owing to the inadequate supplies of paddy which have been coming down to Cholon from the interior.

North China ports have bought a few cargoes for second half June, first half July shipment and latest advices to hand are to the effect that further and larger quantities of medium quality rice will be required in the near future.

As anticipated in our last circular, enquiries have come in from Indian ports of broken rice and paddy which resulted in several fair sized orders being booked.

Our total exports to date amount to about 483,000 tons as against 682,000 tons for the corresponding period in 1930.

We quote to-day as follows for shipment during July-August.

Rice.

No. 1 Pynow Long 25 per cent. broken	\$3.00
" 1 Saigon Long 25 per cent. broken	3.70
" 1 Saigon Round 25 per cent. broken	3.70
" 1 Ordinary European quality 25 per cent. broken	3.70
" 2 Japan quality 40 per cent. broken	3.40
" 2 Java quality 50 per cent. broken	3.10
Nos. 1 and 2 Saigon broken mixed	2.60
No. 3 Saigon broken rice	2.10
Saigon cy., f.o.b., per picul of 131 lbs. gross including export duty.	

Paddy.

Bacieu best Long	\$2.70
Long ordinary	2.60
Gecong best round	2.80
Round ordinary	2.70
Cochinchina low grade	2.60
Cambodian White (long)	2.50
Cambodian Red (lowest grade)	2.20
Saigon cy., f.o.b., per picul of 160 lbs. gross including export duty, packed in second-hand bag.	

ROTHSCHILD BANK MAY LIQUIDATE.

AUSTRIAN BRANCH EXPERIENCING DIFFICULTIES.

Vienna, June 29.—The Austrian Branch of the famous banking firm of Rothschild will probably be liquidated in consequence of the difficulties of the Kreditanstalt, the old-established bank which was formerly the stronghold of the Rothschild interests and which has now passed under the control of other predominantly foreign banking groups.

The chief of the Austrian house of Rothschild, Baron Louis Rothschild, according to a report of the *Neue Freie Presse*, is resolved to dispose of his vast estates in Austria and withdraw from the country, settling in England. Colour is lent to this report by the arrival in Vienna of Baron Anthony Rothschild, brother of Lord Rothschild, the head of the English branch. Baron Anthony is believed to have come with the intention of making a last effort to persuade Baron Louis from liquidating the firm and, failing that, to assist in it.

The Board the results of many years' successful experience, in charge of the trading of the Asia Realty Co. Mr. Sandor will be the active director of the joint agency. Mr. A. W. Buck comes to the Board as a senior member of the Shanghai and Investment Co. and secretary of the Shanghai Property Owners' Association. In both of which organizations he has ably served for many years.

ST. ANDREW'S, KOWLOON.

OLD ENGLISH FAIR BEING ARRANGED.

Sometimes ago it was announced that the Church Council of St. Andrew's Church hoped to arrange a Scottish Fair towards the end of the year. We hear now that it is an Old English Fair that is to be organized. The date has been fixed for Saturday, October 3, and it is hoped to produce a fair fully on the lines of those held in England for centuries past. The proceeds of the fair will go towards the organ fund.

Various members of the congregation of St. Andrew's Church having expressed a desire for sermons of an expository nature, the Rev. E. A. Armstrong has arranged to preach three special sermons on St. Paul's Epistle to the Ephesians. The following are the titles of the sermons and the dates upon which they will be preached:

Sunday, July 10:—God in History.

Sunday, July 26:—Jesus Christ the Meaning of History.

Sunday, August 2:—Self-expression and Social Life.

All the sermons will be preached at the 11 a.m. service.

The Rev. W. M. Walton, Rogers, Vicar of St. Andrew's Church, Kowloon, and Mrs. Rogers are spending a short holiday at Shatin in the New Territories. They expect to return to St. Andrew's vicarage in about a month. During the absence of Mr. Rogers, the Rev. E. A. Armstrong is in charge of the parish.

SCOUT NOTES.

The visit some time ago to Macao of the St. Andrew's Scout Troop was greatly appreciated by Scout Imperial Headquarters at Home. A photograph taken on the occasion showing two troops, St. Andrew's and the Macao troop, appeared in a recent issue of *The Scout*, the official organ of the Boy Scouts Association and the Scout movement. A paragraph describing and commenting on the camp held at Macao accompanied the picture. Mr. R. Dormer and Mr. R. Wong are, respectively, Scoutmaster and Assistant Scoutmaster of St. Andrew's Troop.

At a recent examination the following scouts of St. Andrew's Troop were successful in passing swimming tests and therefore qualified for special scout badges: Messrs. J. Mackay, V. Bond, R. Branch and A. L. Sandor.

A film of the International Scout Jamboree held in England in 1929, recently arrived in the Colony. It is hoped that a special exhibition of the film will be arranged shortly.

DECLINE IN COTTON PRICES.

FAILS REGISTERED IN NEW YORK AND LIVERPOOL.

	Liverpool	June 29
American Middling, July	5.41	5.38
" " Aug.	5.44	5.39
" " Oct.	5.51	5.46
" " Spot	5.53	5.51
Egyptian, Sakellaridis, F.G.F., Spot	6.45	6.35

New York Market.

New York, June 29.—Cotton prices declined on the New York cotton market to-day. At the close the spot raw cotton price was quoted at 10.05, off from last Saturday's close at 10.40. The futures positions were correspondingly lower. Following are the closing raw cotton futures price quotations:—

Month	June 27	June 29
July	10.20	9.91
Oct.	10.62	10.28
Dec.	10.75	10.63
Jan.	10.62	10.65
Mar.	11.17	10.63
May	11.37	11.05
Spot	10.40	10.05

THE SHANGHAI DOCK & ENGINEERING CO., LTD.

Messrs. Benjamin & Potts inform us that their Shanghai Office has wired them that the Shanghai Dock & Engineering Company has declared a dividend of Tls. 6 per share for the year ending April 30, 1931.

BOOKS and READERS

"THE CORN KING AND THE SPRING QUEEN." By Naomi Mitchison. Cape, 10s. 6d.

"ALL PASSION SPENT." By V. Sackville-West. Hogarth Press, 7s. 6d.

It is not often that a great book is written, and I do not think that during the five or six years that I have been reviewing novels, one has ever come my way before; but I do believe that "The Corn King and the Spring Queen" is a great book, writes Miss Winifred Holtby in the *New Chronicle*.

Ever since the publication of "The Conqueror" through her experiments with Greek and Roman, Mrs. Mitchison seems to have been working her way towards some synthesis of ideas that would bind together the separate truths that she has learned about life. And here, I think, it is.

238 B.C.

The period she has chosen is one neglected by the average reader of history—between 228 and 187 B.C. The scenes are laid in March, on the shores of the Black Sea, in Greece and in Alexandria, and the immensely intricate and vastly conceived story works into one design the lives of Black Sea barbarians, of Spartans and of Egyptians.

The theme concerns three types of human consciousness. There is the barbarian consciousness, communal, pre-rational, part of the soil and the seasons, accepting magic as simply as we to-day accept the results of applied science.

Then there is the stoic consciousness of the Spartans, who return to a communal sense through rational acceptance of responsibility, having first realized themselves as individuals. To them, magic is a vapour, facts are facts; virtue is discipline, and truth is all important.

Clear, cold and austere is this consciousness of Kleomenes and his friends who try to restore the purity of stoicism to Sparta in the New Times.

Decadent Egypt.

The Egyptians are merely decadent. Their intelligence has turned to curiosity, their initiative to sensationalism. They are Greeks gone rotten, loving with barbarian tricks to combat boredom.

But there is a third way of life, a third theme woven in and out of the patterns of March, of Sparta and of Alexandria—the super-rational mysticism which we, in our day, associate chiefly with Christianity. Very delicately yet clearly, Mrs. Mitchison suggests this theme, in the pictures of Agis which Beris Der the barbarian designs in Sparta, pictures showing the King betrayed by a kiss, and Agis in the mountains, suddenly knowing what was laid on him to do, a boy in the dawn and lambs on the hillside behind him.

She suggests it in the last supper of Kleomenes and his friends before they go to death in Alexandria; in the rush through the city with Hippitas set upon a colt; in the treatment of the body of the King who died for the people, raised up that it may draw all men into it, and guarded by a serpent. The serpent is evoked by barbarian magic; the King who died was a Stoic philosopher; but the symbol has become part of our Christian consciousness into which both magic and philosophy have been fused.

War and Love.

That is a great theme for any book; it could have been handled heavily and stiffly, but Mrs. Mitchison has made, as her vehicle to hold it a rich and exciting story, a living story, with adventures and wars and loves—a story that concerns people so real that they compel our attention and dominate our minds throughout the entire periphery of their tangled lives.

The manner of writing is what she has taught us to expect—laconic, matter-of-fact, one concrete detail laid upon another, horrors and glories recounted with the same sober and assured detachment. Readers with queasy taste may here and there be disturbed by physical violence and cruelty and corruption, but only those completely vitiated could take real offense at this serene and noble candour, which accepts all manifestations of life and which rises in times of tragedy or abandonment to rare beauty.

I am not a historian enough to know how nearly, in her "game of hide-and-seek in the dark," Mrs. Mitchison has found her way to

the minds of barbarians, Greeks and Egyptians. I only know that Tarrick and Erit and Philylla and Panteos and Metrotime and Sneros and the rest are made of the stuff of which human nature is, it would seem, eternally made. It is their experience which underlies our experience. They force us to accept them as reality. I should not be surprised if Mrs. Mitchison proved of the calibre of which Nobel prize-winners are made.

AN ESSAY ON OLD AGE.

"All Passion Spent" is almost everything but a good novel. It is an exquisite essay on old age; it is a charming day-dream; it is a poet's chronicle of delicate glimpses of other countries by one of the best of our travel-writers. Only in the satisfactory portrayal of human beings, and the fusion of their personality into the rest of the book does Miss Sackville-West fail. I cannot feel sure that the novel is really her form of writing, but artists must choose their own medium.

Miss Sackville-West's idea is charming. Lady Slane, at 88, is left a widow, after having been, ever since girlhood, the devoted wife of a Viceroy of India, Cabinet Minister, wit, courtier, statesman, personality of invincible charm; and then, instead of accepting the old age planned for her by her rather overwhelming family of over-competent children, she escapes to a little house at Hampstead, to live all that remains of life for herself. For she should have been an artist.

Her marriage, outwardly so brilliant, was really a betrayal of her true self, though only one man, the miser-millionaire, Fitz-George, who loved her when a boy, has realised this.

All through there are passages so delicately written, that one hurries along delighted. Yet as frequently one is checked by the queer frustration of an imperfect thing. The characters do not fit the theme. Lady Slane's children have stepped out of a domestic comedy, not rather crudely designed; her Hampstead followers are out of a Baroque fairy tale. Mr. Buckritter, Mr. Fitz-George, and Mr. Gosherton do not belong to the world seen so serenely and tenderly through Lady Slane's own mind.

The composite parts of the book never quite fuse into the unity essential for a work of art—possibly because Miss Sackville-West is, not really interested in people. No one else has her gift for depicting places, and seasons, and the butterflies round the cart as Lady Slane jolted through Persia; but domestic comedy and eccentric old bachelors do not quite suit her style.

TRAGICAL COMEDY OF O. HENRY.

THE CALIPH OF BAGDAD. Being Arabian Nights Fables of the Life, Letters and Work of O. Henry (William Sydney Porter.) By Robert H. Davis and Arthur B. Maurice Appleton. 12s. 6d. net.

All critics now place "O. Henry" among the greatest masters of the short story.

Many appreciations of his artistry are given in this definitive biography, the outcome of a happy collaboration, and a letter from Colonel House to the authors alludes to one of the best of them.

A wayward and evasive personality is revealed in this record. Like Conrad's Lord Jim, he felt that an early mistake or misfortune had fatally distorted both his career and his character. Evidence is here submitted which suffices as proof that he was not guilty of the defalcations for which he was sentenced to five years in an Ohio penitentiary, where he was made "night druggist" and treated with great consideration.

He had become involved in the affairs of a badly-managed bank, and did not know enough about his responsible work there to put a stop to the reproductions of others. So when the Federal authorities decided to "make a killing" he was one of the victims.

His prison experiences, however, gave him an insight into the American underworld which was an invaluable asset in his story-telling. An understanding sympathy with the "under-dog" and a knowledge of the queer pranks played by destiny (some of which suggest what Vachel Lindsay calls the "triple-hinged surprises" of his miniature dramas) were the faculties acquired in captivity. He could make friends with anybody, and an unfailing humour, and as a true realist, than plain, illuminates his letters as well as his stories.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell BY PUBLIC AUCTION

ON

THURSDAY, JULY 9, 1931,

COMMENCING AT 10.30 A.M.

At No. 40, HUMPHREYS BUILDING, KOWLOON

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

ON VIEW FROM WEDNESDAY, the 8th JULY, 1931.

TERMS—CASH ON DELIVERY.

LAMMERT BROS., AUCTIONEERS.

THE Undersigned have received Instructions

To Sell BY PUBLIC AUCTION

ON

THURSDAY, JULY 9,

At 12 O'CLOCK NOON

At Their Sales Room, 4, DUNDRELL STREET,

(For Account of the Concerned)

5 BARBER'S REVOLVING CHAIRS

3 ELECTRIC CEILING FANS

3 ELECTRIC TABLE FANS

Also

5 BILLIARD TABLES

84 BILLIARD OUES

5 MARKING BOARDS

5 BILLIARD CHAIRS

14 BATTAN CHAIRS

5 Sets BILLIARD LAMPS AND SHADES

6 Sets BILLIARD BALLS

1 Set SNOOKER BALLS

5 ELECTRIC TABLE FANS

2 STOOLS

(Now lying on Second Floor of Nos. 103 and 105, Des Voeux Road Central).

TERMS—CASH ON DELIVERY.

LAMMERT BROS., AUCTIONEERS.

THE Undersigned have received Instructions

To Sell BY PUBLIC AUCTION

ON

MONDAY, JULY 13, 1931,

COMMENCING AT 2.30 P.M.

At Their Sales Room, 4, DUNDRELL STREET,

A VALUABLE COLLECTION OF CURIOS

Comprising:—

Porcelain Vases, Bowls, Large and Small Wall Plates, Flower Pots, Large and Small Bowls, Porcelain Figures, Ornaments, Brass and Bronze Ware, Lacquer Ware, Chinese Paintings, Embroideries, Blackwood Joss Tables, Blackwood Chests, Blackwood Screens, Blackwood Opium Stools, etc., etc.

Also

Large Bronze Incense Burners, Large Bronze Figures

and

Very Large Satoms and Porcelain Vases

On View From SATURDAY, the 11th JULY, 1931.

TERMS—CASH ON DELIVERY.

LAMMERT BROS., AUCTIONEERS.

LAMMERT AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell BY PUBLIC AUCTION

ON

WEDNESDAY, JULY 8,

COMMENCING AT 11 A.M.

At Their Sales Room, 4, DUNDRELL STREET,

2 Pieces FANCY SHOE CLOTH

12 ROLLS GOODYEAR RATH- FINDER CAMEL BACK

48 Pieces GOODYEAR RADIA- TOR HOSE

2 ROLLS REBUILDING FALER

156 CANS TYRE AND TOP DRESSING

108 DOZ REPAIRING KIT

6 Pieces RED TUBES

4 Pieces WOOL MIXTURE

2 Pieces TROPICAL SUITINGS

10 Boxes of GERMAN DYE

2 CANS AMERICAN "STERNES"

1 LILA FOAM SOAP

4 CANS SUNDRIES SAMPLES

1 LARGE WEIGHING SCALE

1 CASH HOLLOW GOODS

1 IRON SAFE

7 FELT HATS

Also

A QUANTITY OF HOUSEHOLD FURNITURE AND MISCELLANEOUS GOODS, Etc., Etc.

TERMS—CASH ON DELIVERY.

LAMMERT BROS., AUCTIONEERS.

BY ORDER OF THE MORTGAGEE.

Situate at Kowloon and registered at the Land Office as KOWLOON INLAND LOT No. 1445

PARTICULARS.

AREA—126,000 Square Feet.

BOUNDARIES:—

Northeast:—SAN SHAN ROAD, 350 Feet.

Southwest:—MA HANG CHUNG ROAD, 360 Feet.

Southeast:—PAU CHUNG STREET, 360 Feet.

Northwest:—PAK TAI STREET, 360 Feet.

N.B.—PAK TAI STREET was formerly known as KOWLOON CITY ROAD and was so named in the Crown Lease Plan.

The property lies between and near MA TAU WAI ROAD and KOWLOON CITY ROAD.

A Large Shed, and other Buildings, now used by a monthly tenant for an automobile business, occupy part of the site. Allowing for 60 ft. Street from SAN SHAN ROAD to MA HANG CHUNG ROAD, and Two 6 ft. side-ways lanes, the site is capable of subdividing into 80 house sites, 18' 4" x 66' 8" (and sites 17' 9" x 69' 8"). Such development is given as an example only; same would require removal of the existing buildings.

Term—75 years from 31st January, 1923, with right of renewal for one further term of 75 years.

HOME CRICKET.

ESSEX BEAT HAMPSHIRE.

[THROUGH REUTER'S AGENCY.]

LONDON, July 6.
Essex gained their fifth victory—
their third in successive matches—
at the expense of Hampshire to-
day, winning an exciting, though
low-scoring game, with two wickets
to spare.

Hampshire 1st innings 69
(Nichols 5 for 49).
Essex 1st innings 69
(A. E. Baring 9 for 26).
Hampshire 2nd innings 150
Essex 2nd innings (3 wickets) 151

'VARSITY CRICKET.

CAMBRIDGE SCORE 225 IN FIRST INNINGS.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 6.
A new record for inter-Varsity
cricket was set up in the Oxford
and Cambridge match which start-
ed at Lord's to-day.

Cambridge won the toss and at
the close they had scored 225 runs.
A. Ratcliffe scoring a brilliant 201.
The highest previous knock was 172
not out by F. R. Marsh (Cam-
bridge in 1904).

ANTI-COMMUNIST
CAMPAIGN.COMMITTEE FORMED BY
PROMINENT AMERICANS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, July 6.
The organization of a great drive
against Communism, which it is
hoped will spread to principal
countries throughout the world, is
announced by the formation of a
committee of a hundred prominent
Americans which will seek to fight
Communism by trade boycotts,
counter propaganda and other
means.

The committee includes Mr. Mat-
thew W. Well, Vice-President of the
Labour Federation, the Episcopal
Bishop of New York, and Cardinal
Dougherty.

Similar committees are being
projected in leading European
countries.

MUI TSAI CASE.

WOMAN FINED FOR KEEPING
UNREGISTERED GIRL.

A widow, living at 14, Po Tak
Street, was fined \$50 by Mr. W.
Schofield at the Central Magistracy
yesterday for keeping an unregist-
ered girl. The defendant, while
admitting that the girl was in her
charge, explained that the girl's
maintenance was being paid for by
her mother who had gone abroad
some ten years ago.

Mr. Q. A. A. Macdadyen, Assis-
tant Secretary for Chinese Affairs,
said the girl complained to the
West Point Police Station on
July 2 that she had been ill-treated.
When examined at the S.C.A.
later, she stated that she was pur-
chased when she was six years of
age (ten years ago) and had actually
seen the deed of presentation,
although she did not know where it
was now.

Her work consisted of washing,
cooking and sweeping the floors,
and she also made charcoal cakes
which she would sell to firewood
dealers. The money would be paid
to Wong Shi. This latter statement
was confirmed by the defendant
when she was being examined at
the S.C.A.

A Verbal Agreement.

According to the defendant's
story, a friend had left her daugh-
ter with the defendant when she
went to Singapore about ten years
ago. The girl was then six, but the
defendant denied that there had
been any deed of presentation.
There had only been a verbal agree-
ment that the girl was to be left
in the defendant's charge to work
for her in return for her board and
lodging.

At the time \$5 was given towards
the girl's maintenance and during
the first three years a total sum
of \$60 had been sent to the defen-
dant, but nothing had been paid
during the past seven years. The
girl received no wages, but did
house work, and such came under
the definition of a *mu tsai*.

It was not a serious case, as no
sum had been paid, and it was
correct that certain money had been
paid for the girl's board during the
first two or three years.

In reply to his Worship, Mr.
Macdadyen remarked that the girl
complained of having been beaten
by the defendant and her nephew,
although there were no marks of ill-
treatment. It was not yet known
that would be done with the girl,
who was at present in the Po Leung
Kuk.

MR. BALDWIN AT
OLD SARUM.TRIBUTE TO THE ELDER
PITT.DAYS OF "ROTTEN
BOROUGHS."

Mr. Baldwin received the Free-
dom of Salisbury, and later stood
on the site of the old Parliamentary
tree at Old Sarum, and unveiled a
memorial tablet affixed to a Sarsen
stone.

Members of Parliament used to
be elected for the borough of Old
Sarum beneath the branches of the
old tree, and among those who were
thus elected, as the inscription on
the memorial tablet recalled, was
William Pitt, afterwards Earl of
Chatham, "who forged those links
of Empire which now bind our
fellow-citizens beyond the seas in
affection to the Mother Country.
Wherefore let this place be ever
enshrined in the hearts of our
countrymen."

Mr. Baldwin, who was accom-
panied by Mrs. Baldwin, spoke of
the antiquity of Old Sarum. "To
walk at nightfall as I have done on
the Withshire Downs, is to be con-
scious of the presence of countless
generations of our predecessors, the
Pictmen, the men who built Stone-
henge, the Celtic peoples that to us
seem so ancient and yet who are
in historical fact so modern in the
procession of races that have passed
across these islands."

"Here on this hill Egbert sum-
moned his wisemen to meet. It is
a curious thing that Parliament is
never summoned together to-day as
the King's 'Wisemen.'" (Laugh-
ter.)

Dominating Personality.

Paying a tribute to William Pitt,
Mr. Baldwin said: "It may suffice
to say that that remarkable man
that it difficult to summarise what
his power was or wherein it lay.
There were no popular newspapers
then. Parliamentary reporting was
practically non-existent. We do
know that that impression was tre-
mendous and his personality was
almost unique; that there has never
been in the House of Commons a
man who dominated it more."

"But his fame to us chiefly rests
on four years of power which began
176 years ago. He found England
hopeless, dejected, with no courage,
as they thought with no future, a
time whose pessimism was such that
the pessimism of to-day would have
seemed optimism then. (Laughter.)
In four years he left that country
in full of fire and full of spirit. He
projected his tremendous person-
ality into the brain and arm of every
Englishman from the St. Lawrence
River to Calcutta."

"He fired in the country a new
spirit. He made the English people
once more conscious of themselves
and of their destiny."

"Old Sarum was one of many
boroughs in England which were
called Rotten Boroughs. I am
going to say a word for the Rotten
Borough. Don't let us condemn a
system until we look at the fruits
of it. After all a very great pro-
portion of the House of Commons
for centuries was sent there by these
Boroughs."

"What did they do? It was the
tenacity of our Parliament largely
chosen by the Rotten Boroughs
that stood for generations between
Napoleon Bonaparte and world
power."

"Is All Well With England?"
"They went out and no words
were bad enough for them, and yet
I sometimes think the time may
come when our enlightened posterity
may think it just as inconceivable
that men should be returned to
Parliament by making promises they
knew never could be fulfilled as we
regard it as impossible that men
should be returned for Rotten
Boroughs."

"I cannot help feeling that there
may be in the very air that sur-
rounds us the countless hosts of those
who during the centuries have
worked for England and perhaps
died for England and who, feeling
us gathered here, ask, 'is all well
with England?'"

"I think we may give this reply.
'Yes, it is, if all of us in our own
vocation keep a true reverence for
the past and the works of our
fathers, have a lively faith in the
future, and do not trouble so much
about other people's duties, but re-
solve that so far as we can, each
of us in our vocation shall do his
duty.'"

PASSENGERS.

Departures.

The following passengers left yester-
day by the s.s. President Jack-
son:—Miss E. L. Hewett, Miss Ida
L. Anderson, Mr. Mar Lin, Mr.
Lee Yee Choy, Dr. Abhaya Jamuni,
Mr. S. S. Ng Sijier, Mrs. M. A.
McLraith, Miss M. A. McLraith,
Mr. C. Upson, Mr. A. C. Brice,
Mr. P. L. Smith, Mr. Che Ngan,
Mr. K. Allers, Mrs. Au Yang, Mr.
S. Y. Tan, Mr. K. F. Ma, and Mr.
G. W. W. H. Paine.

ADVERTISED SAILINGS FROM HONG KONG

ALEXANDRIA

Pres. Garfield, Dollar, July 12.
Pres. Polk, Dollar, July 23.
Pres. Adams, Dollar, Aug. 9.

AMOI.

Tijbadak, J.C.J.L., July 8.
Chungking, B. & S., July 9.
Tsinnan, B. & S., July 9.
Haiching, Douglas, July 10.
Haining, Douglas, July 10.
Tilawa, B. & S., July 10.
Tikkrang, J.C.J.L., July 17.
Kutang, Jardine's, July 18.
Antung, B. & S., July 18.
Tjikembang, J.C.J.L., July 23.
Hosang, Jardine's, Aug. 5.
Santana, B.I., July 31.
Yuesang, Jardine's, Aug. 5.
Tilawa, B.I., Aug. 14.

ANTUNG.

Chungking, B. & S., July 9.

ANTWERP.

Hakone Maru, N.Y.K., July 11.
Perim, P. & O., July 25.
Yasukuni Maru, N.Y.K., July 27.
Afrika, Manners, July 28.
Khyber, P. & O., Aug. 1.
Somali, P. & O., Aug. 8.

AUSTRALIAN PORTS.

Taiping, B. & S., July 17.
Kamo Maru, N.Y.K., July 23.
Nellore, E. & A., Aug. 1.

BALFOUR.

Afrika, Manners, July 28.

BALTIMORE.

Foylebank, Bank, July 14.
Laganbank, Bank, Aug. 6.

BANGKOK.

Kalgan, B. & S., July 12.
Kiangsu, B. & S., July 19.

BARCELONA.

Saarbruecken, Melchers, July 23.
Kulmerland, Jelsen, Aug. 15.

BELOWAN-DELL.

Van Heutz, J.C.J.L., July 18.

BOMBAY.

Mirzapore, P. & O., July 9.
Tango Maru, N.Y.K., July 11.
Pilsna, Dodwell's, July 12.
Rawalpindi, P. & O., July 18.
Tokushima Maru, N.Y.K., July 23.
Venetia, Dodwell's, Aug. 2.
Tevere, Dodwell's, Aug. 9.
Rajputana, P. & O., Aug. 15.

BOSTON.

Pres. Garfield, Dollar, July 12.
Tatsuno Maru, N.Y.K., July 13.
Foylebank, Bank, July 14.
Tai Ping, Dodwell's, July 17.
Pres. Polk, Dollar, July 23.
Javanese Prince, Furness, Aug. 3.
Laganbank, Bank, Aug. 6.
Pres. Adams, Dollar, Aug. 9.
Japanese Prince, Furness, Aug. 11.

BREMEN.

Oder, Melchers, July 12.
Saarbruecken, Melchers, July 23.
Afrika, Manners, July 28.
Isar, Melchers, Aug. 9.

BRINDISI.

Pilsna, Dodwell's, July 12.
Venetia, Dodwell's, Aug. 2.
Tevere, Dodwell's, Aug. 9.

CALCUTTA.

Genoa Maru, N.Y.K., July 8.
Kumsang, Jardine's, July 10.
Takada, B.I., July 12.
Muzran Maru, N.Y.K., July 15.
Suising, Jardine's, July 21.
Sirdhana, B.I., July 27.
Tilawa, B.I., Aug. 7.
Kutang, Jardine's, Aug. 8.

CABANCON.

Diomed, B.F., July 21.

CHEFOO.

Chipping, Jardine's, July 13.
Huichow, B. & S., July 21.
Cheongshing, Jardine's, July 23.

COLOMBO.

Patroclus, B.F., July 8.
Mirzapore, P. & O., July 9.
Hakone Maru, N.Y.K., July 11.
Tango Maru, N.Y.K., July 11.
Pilsna, Dodwell's, July 12.
Pres. Garfield, Dollar, July 12.
Rawalpindi, P. & O., July 18.
D'Artagnan, M.M., July 21.
Perim, P. & O., July 25.
Pres. Polk, Dollar, July 23.
Glenapp, Jardine's, July 27.
Yasukuni Maru, N.Y.K., July 27.
Tokushima Maru, N.Y.K., July 28.
Venetia, Dodwell's, Aug. 2.
Andre Lebon, M.M., Aug. 4.
Pres. Adams, Dollar, Aug. 9.
Tevere, Dodwell's, Aug. 9.

COPENHAGEN.

Afrika, Manners, July 28.

DALNY.

Chenzan, B. & S., July 13.
Hector, B.F., July 24.

DUTCH PORTS.

Patroclus, B.F., July 8.
Ramses, Jelsen, July 8.
Hakone Maru, N.Y.K., July 11.
Oder, Melchers, July 12.
City of Bombay, Bank, July 13.
Leverkusen, Jelsen, July 18.
Diomed, B.F., July 21.

DUTCH PORTS.

Perim, P. & O., July 25.
Saarbruecken, Melchers, July 23.
Glenapp, Jardine's, July 27.
Yasukuni Maru, N.Y.K., July 27.
Afrika, Manners, July 28.
Khyber, P. & O., Aug. 1.

DUTCH PORTS.

Saarlund, Jelsen, Aug. 15.
Ceylon, Gilman's, Aug. 8.
Somali, P. & O., Aug. 8.
Isar, Melchers, Aug. 9.
Kulmerland, Jelsen, Aug. 15.

FOOCHOW.

Haiching, Douglas, July 7.
Kueichow, B. & S., July 7.
Haiching, Douglas, July 10.
Chipping, Jardine's, July 13.
Haining, Douglas, July 13.
Huichow, B. & S., July 21.
Cheongshing, Jardine's, July 23.

GENOA.

Ramses, Jelsen, July 8.
Pilsna, Dodwell's, July 12.
Pres. Garfield, Dollar, July 12.
Leverkusen, Jelsen, July 18.
Durban Maru, N.Y.K., July 19.
Antiochus, B.F., July 23.
Saarbruecken, Melchers, July 23.
Pres. Polk, Dollar, July 23.
Saarlund, Jelsen, Aug. 1.
Venetia, Dodwell's, Aug. 2.
Ceylon, Gilman's, Aug. 8.
Pres. Adams, Dollar, Aug. 9.
Tevere, Dodwell's, Aug. 9.
Kulmerland, Jelsen, Aug. 15.

GLASGOW.

Patroclus, B.F., July 8.
Antiochus, B.F., July 23.

GOTHENBURG.

Ceylon, Gilman's, Aug. 8.

HAIPHONG AND HOIHOW.

Klungchow, B. & S., July 17.
Kingyuan, B. & S., July 31.

HAMBURG.

Patroclus, B.F., July 8.
Ramses, Jelsen, July 8.
Oder, Melchers, July 12.
City of Bombay, Bank, July 13.
Leverkusen, Jelsen, July 18.
Diomed, B.F., July 21.
Perim, P. & O., July 25.
Saarbruecken, Melchers, July 23.
Glenapp, Jardine's, July 27.
Afrika, Manners, July 28.
Saarlund, Jelsen, Aug. 1.
Ceylon, Gilman's, Aug. 8.
Somali, P. & O., Aug. 8.
Isar, Melchers, Aug. 9.
Kulmerland, Jelsen, Aug. 15.

HAVRE.

Antiochus, B.F., July 23.
Perim, P. & O., July 25.
Somali, P. & O., Aug. 8.

HONOLULU.

Tatsuno Maru, N.Y.K., July 8.
Emp. of Japan, C.P.S., July 13.
Shinyo Maru, N.Y.K., July 21.
Heiyo Maru, N.Y.K., July 28.

JAPAN PORTS.

Tatsuno Maru, N.Y.K., July 8.
Machao, B.F., July 8.
Rangoon Maru, N.Y.K., July 9.
Isar, Melchers, July 10.
Fushimi Maru, N.Y.K., July 11.
Autolycus, B.F., July 13.
Glenapp, Jardine's, July 17.
Kitano Maru, N.Y.K., July 17.
Rajputana, P. & O., July 17.
Tai Ping, Dodwell's, July 17.
Tilawa, B.I., July 17.
Emp. of Japan, C.P.S., July 18.
Kutang, Jardine's, July 18.
Kulmerland, Jelsen, July 19.
Menelaus, B.F., July 21.
Alipore, P. & O., July 21.
Angers, M.M., July 21.
Shinyo Maru, N.Y.K., July 21.
Alipore, P. & O., July 22.
Japan, Gilman's, July 23.
Tyndareus, B.F., July 27.
Hilda, Dodwell's, July 27.
Hakone Maru, N.Y.K., July 28.
Hikawa Maru, N.Y.K., July 28.
Hosang, Jardine's, July 28.
Emp. of Asia, C.P.S., July 31.
Karmala, P. & O., July 31.
Santana, B.I., July 31.
Glenamoy, Jardine's, Aug. 3.
General Metzinger, M.M., Aug. 4.
Oldenburg, Jelsen, Aug. 4.
Saale, Melchers, Aug. 4.
Tanda, E. & A., Aug. 7.
Soudan, P. & O., Aug. 8.
Carnarvonshire, Jardine's, Aug. 14.
Cathay, P. & O., Aug. 14.
Emp. of Canada, C.P.S., Aug. 15.
Burgeland, Jelsen, Aug. 16.

KANTON.

Oder, Melchers, July 12.
Ceylon, Gilman's, Aug. 8.
Isar, Melchers, Aug. 9.

KATKOL.

Klungchow, B. & S., July 17.
Kingyuan, B. & S., July 31.

KATKOL.

Tatsuno Maru, N.Y.K., July 13.
Tai Ping, Dodwell's, July 17.
Pres. McKinley, A.M.L., July 21.
Heiyo Maru, N.Y.K., July 28.
Pres. Grant, A.M.L., Aug. 4.

KATKOL.

Genoa Maru, N.Y.K., July 8.
Patroclus, B.F., July 8.
Mirzapore, P. & O., July 9.
Kumsang, Jardine's, July 10.
Hakone Maru, N.Y.K., July 11.
Takada, B.I., July 11.
Tango Maru, N.Y.K., July 11.
Oder, Melchers, July 12.
Pilsna, Dodwell's, July 12.
Pres. Garfield, Dollar, July 12.
Muzran Maru, N.Y.K., July 15.
Van Heutz, J.C.J.L., July 16.
Rawalpindi, P. & O., July 18.
Suising, Jardine's, July 21.
Perim, P. & O., July 25.
Pres. Polk, Dollar, July 23.
Glenapp, Jardine's, July 27.
Sirdhana, B.I., July 27.
Yasukuni Maru, N.Y.K., July 27.
Tokushima Maru, N.Y.K., July 28.
Tilawa, B.I., Aug. 7.
Ceylon, Gilman's, Aug. 8.
Kutang, Jardine's, Aug. 8.
Pres. Adams, Dollar, Aug. 9.

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Tango Maru, N.Y.K., July 11.
Oder, Melchers, July 12.
Pilsna, Dodwell's, July 12.
Pres. Garfield, Dollar, July 12.
Muzran Maru, N

NOW! FASTER TIME

via

"EMPRESS OF JAPAN"

MAMMOTH
LINER OF THE PACIFIC
GROSS TONS DISPLACEMENT TONS
26,000 39,000
SALES



"DAYLIGHT"

SATURDAY, 18 July

for

VICTORIA and VANCOUVER

via

SHANGHAI-KOBE-YOKOHAMA

— HONOLULU —

* Passengers embark Friday Evening, 17 July.

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Enjoy every minute on a Trans-Pacific Palace.
— Supreme Luxury—Congenial, Cosmopolitan
travelling companions—international atmosphere,
countless diversions WORLD famous Cuisine
— SERVICE —

Ship	Leave	Arrive	Ship	Leave	Arrive
Empress of Japan	July 18	July 21	Empress of Japan	July 23	July 26
Empress of Asia	July 31	Aug. 3	Empress of Asia	Aug. 6	Aug. 9
Empress of Canada	Aug. 15	Aug. 18	Empress of Canada	Aug. 20	Aug. 23
Empress of Russia	Aug. 23	Aug. 26	Empress of Russia	Aug. 29	Sept. 1
Empress of Japan	Sept. 12	Sept. 15	Empress of Japan	Sept. 17	Sept. 20
Empress of Asia	Sept. 25	Sept. 28	Empress of Asia	Oct. 1	Oct. 3
Empress of Canada	Oct. 10	Oct. 13	Empress of Canada	Oct. 17	Oct. 20
Empress of Russia	Oct. 23	Oct. 26	Empress of Russia	Oct. 28	Nov. 1
Empress of Japan	Nov. 7	Nov. 10	Empress of Japan	Nov. 14	Nov. 17

* "Empress of Russia" and "Empress of Asia" call at Nagasaki

TO MANILA

EMPRESS OF JAPAN ... July 10
EMPRESS OF ASIA ... July 24

For further information please apply to:

Canadian Pacific

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Freight 20042, NAUTILUS: Freight Dept.
Telephone: Hongkong All Departments



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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TATSUTA MARU ... Wednesday, 8th July

SHINYO MARU ... Tuesday, 21st July

SEATTLE, VANCOUVER via Shanghai & Japan Ports

HIKAWA MARU ... Tuesday, 23rd July

HIYE MARU ... Tuesday, 23rd July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez

HAKONE MARU ... Saturday, 11th July

YASUKUNI MARU ... Saturday, 11th July

SYDNEY & MELBOURNE via Manila & Ports

KAMO MARU ... Saturday, 25th July

KITANO MARU ... Saturday, 25th July

MANILA

SHINYO MARU ... Monday, 13th July

BOMBAY via Singapore, Penang & Colombo

TANGO MARU ... Saturday, 11th July

TOKUSHIMA MARU ... Tuesday, 23rd July

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama

HEIYO MARU ... Tuesday, 23rd July

NEW YORK, BOSTON via PANAMA

TATSUTA MARU ... Monday, 13th July

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles

DURBAN MARU ... Sunday, 19th July

CALCUTTA via Singapore, Penang & Rangoon

GENOA MARU ... Wednesday, 8th July

MURORAN MARU ... Wednesday, 15th July

SHANGHAI, KOBE & YOKOHAMA

RANGOON MARU (Mojil direct) ... Thursday, 9th July

FUSHIMI MARU ... Saturday, 11th July

KITANO MARU (Nagasaki direct) ... Friday, 17th July

* Cargo only.

NIPPON YUSEN KAISHA

Telephone: 20291. (Private exchanges to all Dept.)



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said

D'ARTAGNAN ... 21st July

ANDRE LEBON ... 4th Aug.

ANGERS ... 18th Aug.

G. METZINGER ... 1st Sept.

SPINX ... 15th Sept.

PORTHOS ... 29th Sept.

CHERONCEAUX ... 13th Oct.

ANDRE LEBON ... 23rd Oct.

To Yokohama via Shanghai and Kobe

ANGERS ... 21st July

G. METZINGER ... 4th Aug.

SPINX ... 18th Aug.

PORTHOS ... 1st Sept.

CHERONCEAUX ... 15th Sept.

ATHOS II ... 29th Sept.

D'ARTAGNAN ... 13th Oct.

ANDRE LEBON ... 23rd Oct.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa,

Mauritius by Transshipment on our Mail Steamers at Port Said, or Djibouti.

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Shipping News Daily Statement, Waterfront News.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 32,160 TONS;
THROUGH CARGO
24,480 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

Cargo for Through

British H.K. Ports

Chungking, Shanghai 158 1,100

Tinhow, Durban 4,384 —

Seistan, Singapore 1,000 —

Kamo, Saigon 1,500 —

Patroclus, Chinwangtao 1 6,000

Rhexenor, Swansea 6,800 5,300

Helikon, Saigon 2,400 —

American, — 16,243 — 12,400

Pres. Jackson, Manila 71 2,300

Dutch, — 71 — 2,300

Van Heuts, Singapore 908 25

Tjibadak, Sourabaya 3,877 2,552

Mitna, Balikpapan 7,081 —

Japanese, — 15,866 — 9,577

Nanshin Maru, Wakanabatu 3,920 1,940

Manila Maru, Yokohama 181 5,267

Chinese, — 4,001 — 7,207

Tak Hing, Autow 1 —

Total ... 32,162 24,480

ASIATIC DECK PASSENGERS.

The following vessels brought

Asiatic deck passengers to the

Colony during the 24 hours ended

at 9 a.m. yesterday:—

Chungking (Br.) Shanghai ... 8

Seistan (Br.) Singapore ... 444

Kamo (Br.) Saigon ... 19

Rhexenor (Br.) Swansea ... 11

Helikon (Br.) Saigon ... 781

Pres. Jackson (American)

Manila ... 474

Van Heuts (Dutch) Singa-

pore ... 1,483

Tjibadak (Dutch) Sourabaya 1,377

Tak Hing (Chinese) Autow ... 41

Total ... 4,029

ARRIVALS AND DEPARTURES

The arrivals and departures dur-

ing the period under review were:

Arr. Dep.

British ... 9 7

Dutch ... 3 0

American ... 2 3

Japanese ... 3 4

Chinese ... 1 1

Norwegian ... 0 1

Total ... 18 16

WARSHIPS IN PORT.

The following warships were in

port yesterday:—

Basta—Tamar

North Wall—Seraph, Sepoy.

South Wall—Tarantula, Moor-

hen.

East Wall—Odin, Otus.

North Arm—Serapis.

West Wall Dock—Sandwich.

No 8 Buoy—Caradoc.

Foreign Men of War—Portu-

guese cruiser Adamastor; French

sloop Regulus.

SHIPS IN HARBOUR

The following ships were in port

yesterday:—

Wharves:—Kowloon: Tatsuta

Maru, Andre Lebon, Kabela, Athos

II; Holt's: Patroclus, Rhexenor;

Chiu On: Hydrangea, Gumtem

Maru, Hoi Wing, Tin Tze, Kwong

Ying, Graciosa; A.P.C.—North

Point: Mitra, Jardine Matheson's;

Kwaissang; O.S.K.: Menado Maru;

Douglas Capraik—Haiyang; Sai-

kong: Sun On, Shu Hing; Shum

Shui Po: Halvard, Hwa Shui.

Tak Hing, Sekai Maru.

Docks:—Kowloon: Shinyo Maru,

Limchow, Trivia, Yatahing; Tai-

koo: Anking.

Buys:—As Tjinegara, As Van

Heuts, As Seistan, A7 Tjibadak,

A15 Hong Peng, B8 Clara Jeben,

B9 Kagan, B14 Kueichow, B17

Helikon, B20 Sinkiang, B26 Yendai

Maru, B27 Tinhow, C1 Helios, C3

Kamo, C4 Tonkin.

Stonecutters Anchorage:—Nan-

shin Maru.

Yaumati Bay:—Telemachus,

Svale, Wong Shek Kung, Kittawa,

Produce.

Kowloon Bay:—Pleidon, Yei

Maru.

ARRIVALS.

July 6.

Tinhow, British str., 3,164 tons,
Capt. A. Scobie, from Durban,
buoy No. B27—Bank Line.

Von Heuts, Dutch str., 2,748 tons,
Capt. H. G. Blits, from Singa-
pore, buoy No. A4—J.C.J.L.

July 7.

Andre Lebon, French str., 19,661
tons, Capt. Sabiani, from Sai-
gon, Kowloon Wharf—M.M.

Athos II, French str., 15,275 tons,
Capt. Le Flaher, from Shang-
hai, Kowloon Wharf—M.M.

Carato, British str., 3,476 tons,
Capt. G. S. Malville, from
Tarakan, Kowloon Bay—

A.P.O.

Helikon, British str., 1,290 tons,
Capt. W. Anderson, from Sai-
gon, buoy No. B17—Wo Fat

Sing.

Honolulu Maru, Japanese str.,
3,541 tons, Capt. S. Matsuoka,
from Singapore, Kowloon

Wharf—O.S.K.

Limchow, British str., 1,219 tons,
Capt. D. Wilson, from Hongkong,
buoy No. B6—B. & S.

Patroclus, British str., 6,910 tons,
Capt. W. T. Clark, from Shang-
hai, Holt's Wharf—B. & S.

Proetus, Norwegian str., 1,025 tons,
Capt. S. Larsen, from Hongkong,
buoy No. B29—K. Larsen &

Co.

Rangoon Maru, Japanese str., 3,638
tons, Capt. M. Hamada, from
Singapore, Kowloon Wharf—

N.Y.K.

Ramses, German str., 4,899 tons,
Capt. Kohfeld, from Shang-
hai, buoy No. A1—Jobson & Co.

Rhexenor, British str., 4,005 tons,

Capt. G. L. Stout, from Singa-

pore, Holt's Wharf—B. & S.

Tjibadak, Dutch str., 4,900 tons,

Capt. J. J. Duij, from Tg.

Pandan, buoy No. A7—J.C.J.L.

CLEARANCE.

July 7.

Andre Lebon, for Shanghai.

Athos II, for Saigon.

Ethian Allen, for Manila.

Graciosa, for Saigon.

Haiyang, for Amoy.

Hopolulu Maru, for Shanghai.

Kueichow, for Swatow.

Limchow, for Canton.

Mitra, for Miri.

Patroclus, for London.

Rangoon Maru, for Moji.

Ramses, for Manila.

Rhexenor, for Shanghai.

Tatsuta Maru, for Shanghai.

Tonkin, for K. C. Wan.

Toyohiko Maru, for Port Redon.

Van Heuts, for Swatow.

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AGENTS FOR

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UNITED KINGDOM & CONTINENT

S.S. "CITY OF BOMBAY" ... London, Rotterdam & Hamburg ... 18th July

M.V. "CITY OF LILLE" ... Havre, London, Rotterdam & Hamburg ... 18th August

NEW YORK, BOSTON & BALTIMORE

AMERICAN AND MARQUERIAN LINE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON NEW YORK & BALTIMORE

M.V. "FOYLEBANK" ... 14th July

M.V. "LAGANBANK" ... 8th August

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... 18th July

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Agou Bay (Port Elizabeth),

Mozambique Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Illo, Port Amelia, Moemba, Chinde,

Inhambane, Zumbo, Moemba, Kibinda, Port Walcott, Ladaria Bay, Walvis Bay and Madagascar.

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GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

		(about)	
"MIRZAPORE"	5,700	5th July, D.L.	Straits, Colombo & Bombay.
"RAJWALPINDI"	17,000	18th July	Bombay, Marseilles & London.
"PERIM"	7,700	26th July	Marseilles, Havre, London.
"KHYBER"	9,000	1st Aug.	H'bg., R'dm. & A.werp.
"KIDDERPORE"	5,300	5th Aug.	Mars., L'don., R'dm. & A.werp.
"SOMALI"	6,800	8th Aug.	Shanghai, Moji & Kobe.
"RAJPUTANA"	17,000	15th Aug.	Mars., Gibraltar, Havre, L'don.
"PADUA"	5,000	22nd Aug.	H'bg., R'dm. & A.werp.
"KARMALA"	9,000	28th Aug.	Bombay, Marseilles & London.
"CATHAY"	15,000	12th Sept.	Mars., Havre, L'don., R'bg.
"SUDAN"	6,800	19th Sept.	R'dm. & A.werp.
"KALYAN"	9,000	26th Sept.	Mars., L'don., R'dm. & A.werp. & Hall.
"MANTUA"	11,000	10th Oct.	Bombay, Marseilles & London.
"BURDWAN"	6,500	17th Oct.	Mars., Havre, L'don., R'bg.
"KASHMIR"	9,000	24th Oct.	R'dm. & A.werp.
"NALDERA"	18,000	7th Nov.	Mars., L'don., R'dm. & A.werp.
"MACEDONIA"	11,000	21st Nov.	Bombay, Marseilles and London.
			Marseilles and London.

